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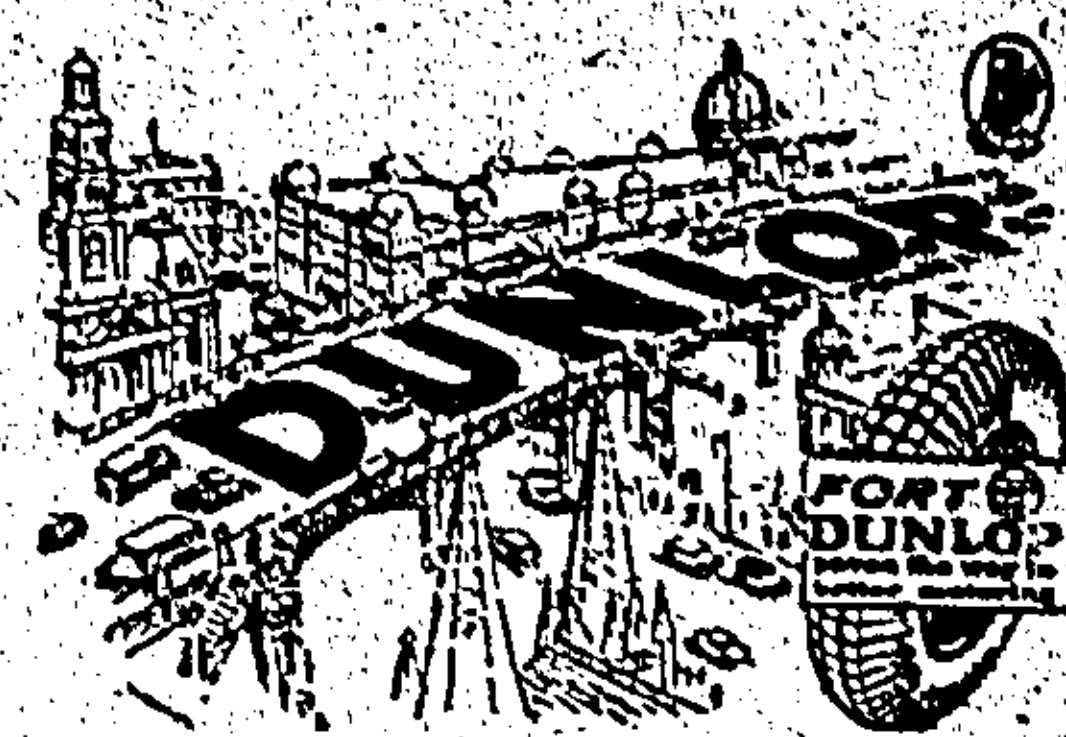
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Library, Supreme Court

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COTTON INDUSTRY CRISIS.

COMMITTEE ISSUES REPORT.

MANY REFORMS URGED TO RESTORE TRADE.

MISSION TO EAST.

London, July 4.
The Report of the Economic Advisory Council's Committee on the Cotton Industry, which was appointed in August last year, first under the chairmanship of Mr. William Graham and then of Mr. J. R. Clynes, has been issued.

The Report emphasises the necessity of concerted action by employers and operatives in the direction of reduction in costs and an increase in efficiency; otherwise, it is unlikely that Lancashire will be able to arrest the decline in exports and recover its lost trade.

Action Imperative.

The Report declares that the crisis is urgent and immediate action imperative. It says, if the industry itself does not embark immediately on serious consideration of methods essential for the recovery of trade, in which connexion the Committee makes a number of recommendations, it will be the duty of the Government to consider inviting Parliament to confer on the Government the necessary powers to that end.

Amongst the recommendations of the Committee is an improvement in technical methods, including the use of short-stapled Indian cotton in preference to the more expensive long-staple American cotton; the manufacture of cheap standard lines, in which British goods have been largely ousted in the Eastern markets; and also the use of ring spindles and the introduction of automatic and semi-automatic looms.

Large Units.

The formation of large units in the spinning and manufacturing sections, enabling the formulation of a definite production policy, is also urged. It is pointed out that such amalgamations might necessitate considerable fresh capital, and the Committee is assured that the necessary finance will be forthcoming for any satisfactory rationalisation scheme.

Furthermore, co-operative effort throughout the industry must be developed.

Mission to East.

The Committee suggests that the industry should despatch a Mission or Missions to examine changed conditions abroad, particularly in the Far East, which have vitally affected the Home position, and adds that the Government should facilitate the work of the Missions to the utmost.

Mr. Clynes Meets Leaders.

Manchester, July 1.
A meeting of representatives of all sections of the cotton industry, held here to consider the Cotton Committee's Report, was addressed by Mr. J. R. Clynes, who announced that the Government had asked him to urge on the industry the importance of the measures proposed.

Mr. Clynes said the industry as a whole should declare its willingness to apply those recommendations which were within the control of the industry itself.

A spokesman for the employers and workmen gave an assurance that the report would be most seriously considered.

Mr. Clynes, in reply, emphasised that the Government would do its best to meet any difficulties in the carrying out of the recommendations.—*Reuter.*

High Production Costs.

A British Wireless message says the Committee finds that the cost of production in Lancashire is substantially higher than among its competitors. It is pointed out that in most cases reduction of cost could only be gradual and would require at every stage the closest and most cordial co-operation between employers and operatives for the manufacture of cheap standard lines in which British goods have been so largely ousted from the Eastern markets.

(Continued on Page 14.)

EXCITING RACING AT HENLEY.

SCHOOLBOYS STROKE FORTY A MINUTE.

ENTER SEMI-FINAL.

London, July 4.
The American schoolboys won their way into the semi-final of the Thames Cup at Henley Regatta today when they defeated Princeton University in a most exciting race.

After a false start Princeton got well away and drew ahead. The Kent school crew was unable to draw level in the race, but opposite the enclosure the schoolboy's cox, whistling shrilly through his teeth, worked up the stroke to the terrific rate of forty a minute.

The crew, rowing at this rate, gradually and inch by inch drew up to Princeton and eventually got on level terms. Fifty yards from the finish the schoolboys managed to draw ahead and they won by half a length.

Their time was 7 minutes and 27 seconds, this time being one minute better than the final last year when the Brown and Nichols School (America) beat the Thames Rowing Club in 7 minutes 28 seconds. The final of the Diamond Sculls will provide the first meeting between a German and a Canadian in the history of the race. To-day Boetzelen (Germany) defeated Joe Wright, a former holder of the title and one of the Canadian challengers, by one and a quarter lengths. The race was a very spirited one, the German's time being 8 minutes 52 seconds. The other Canadian challenger, Guest, easily defeated Collett of Leander, his time being 8 minutes 42 seconds. Guest and Boetzelen will meet in the final.—*Reuter.*

AERIAL SPEED ATTEMPT.

BRITISH PLANS TO BEAT EXISTING RECORD.

London, July 4.
It is learned that a request is to be made to the Air Ministry to permit a further attempt to be made on the existing world speed record, held by Squadron Leader Orlebar, at 350.7 miles an hour. This is a seaplane which has recently been altered after having been flown at 355 miles an hour by Flight Lieutenant Stainforth. The modifications which have been made will, it is estimated, add at least 25 miles to the plane's maximum speed. The machine is now at Felixstowe, where tests are shortly to be made with it.

It is hoped to secure the services of a pilot, and Flight Lieutenant Stainforth is understood to be prepared to make the attempt.—*British Wireless.*

WEYMOUTH'S £90,000 BRIDGE.

OPENED BY H.R.H. THE DUKE OF YORK.

London, July 4.
H.R.H. the Duke of York to-day visited Weymouth and opened the new bridge over the harbour which has cost £90,000.

In doing so, he pressed a button which started four hundred horse-power electrical motors lifting two hundred tons of steel pans in one and three quarter minutes. Fifteen hundred school children in pleasure steamers then passed under the bridge, heartily cheering.

His Royal Highness said he admired His Majesty's wisdom in selecting Weymouth for rest and recreation.—*British Wireless.*

IMAGINARY GOLD STANDARD.

NANKING CONSIDERING THE POSSIBILITY.

Shanghai, July 4.
The Currency Commission formed by the Nanking Government with the object of introducing a better monetary standard in view of the prevailing silver crisis has had many meetings with financial experts at Shanghai and Nanking and is now seriously considering the possibility of adopting an imaginary gold standard to take the place of the silver dollar.

NO TENNIS TITLE FOR BRITAIN.

NOT REPRESENTED IN THE FINALS.

ALL AMERICANS IN THE MEN'S DOUBLES.

MRS. MOODY AGAIN.

London, July 4.
America, following her big successes in the singles events at Wimbledon, did likewise in the men's and women's doubles to-day, when Allison and Van Ryn, the holders, defeated the British hope, Dr. J. C. Gregory and I. G. Collins, in the semi-final round of the men's doubles in three straight sets, the scores reading 9-7, 6-3, 6-2. The British pair cracked up in the second set, the brilliant smashing and volleying of the holders, proving to be more than their match.

The holders will now meet J. Doeg and G. M. Lott, (America), who gained a brilliant victory against H. Cochet and Brugnon, the famous French combination, in the final round of the event. Doeg and Lott won their semi-final tie 8-6, 3-6, 6-3, 6-1, the left handed Doeg's tremendous service proving too much for Brugnon. Lott played Cochet at his own game, cunningly placing his drives in the corners and down the middle of the court. The

LATEST RUMANIAN SENSATION.

Madame Lupescu Appears on the Scene.

MEETING KING CAROL.

Berlin, July 4.
A message from Bukharest states that a sensation has been caused in Court and political circles owing to the arrival at the Royal Summer Palace, at Sinaia, of Madame Lupescu, who was King Carol's companion in exile.

King Carol is expected there to-morrow.—*Reuter.*

Americans' remarkable smashing and overhead work gave the Frenchmen no chance after the second set.

The Ladies' Singles.

Twenty five minutes sufficed for Mrs. Wills-Moody to win the ladies' singles championship for the fourth successive year. She kept Miss Ryan running to all corners of the court and throughout penned her to the baseline, her uncanny accurate keep drives preventing Miss Ryan from approaching the net.

The conqueror captured the first set with the loss of two games, and repeated this in the second to win the match in the easiest possible manner.

Britain's Hopes Vanish.

Britain's last chance of being represented in any of the finals vanished when Miss Edith Cross and Miss Sarah Paley (America) defeated Miss B. Feltham and Miss Healey in the semi-final of the women's doubles 8-6, 6-2. The winners adopted similar tactics to those employed by Doeg and Lott against the Frenchmen, Miss Paley's net work being so brilliant as to be worthy of a veteran in this particular phase of the game.

Germany, Australia and America are to appear in the final of the mixed doubles. To-day in the semi-finals Frenn and Fraulein Krahwinkel (Germany) defeated G. O. Crole-Rees and Miss E. Mudford 4-5, 6-3, 6-3, and J. Crawford (Australia) and Miss Ryan (America) obtained the measure of H. Cochet (France) and Mrs. Fearnley Whittingstall (England) and won 6-3, 7-9, 6-4.—*Reuter.*

FAIR TO SHOWERY.

The local weather forecast till noon to-morrow is:—South-west winds, moderate; fair to showery.

SOLDIERS STEAL WATCHES.

TWO SOMERSET PRIVATES SENT TO PRISON.

PLEAS OF GUILTY.

Two privates of the Somerset Light Infantry, Stanley Warman and Harry Briggs, pleaded guilty at the Kowloon Magistracy this morning to a charge of each stealing a watch from a shop at 263, Lalethook Road, Shamshuipo district, on the morning of June 30.

They were stated by the prosecution to have gone into the shop and to have asked to look at the watches. When they were produced each man put one in his pocket and calmly walked out of the shop. The owner of the business blew a police whistle and the two men were arrested in the street by an officer who came out of the station. When arrested they had the watches in their possession.

It was stated that Briggs had been sentenced to six months' hard labour for a similar offence in August, 1929.

Mr. Whyte Smith said the two defendants were apparently trying to get out of the Army, as if they actually wanted to steal the watches they would not have done so in that foolish way.

Briggs was sentenced to six months' imprisonment and Warman to two months' imprisonment.

TEN MEN KILLED IN EXPLOSION.

YORKSHIRE TOWN SHAKEN LIKE EARTHQUAKE.

London, July 4.
Ten men were killed, fourteen badly injured and a number of others sustained minor injuries in an explosion at the Dye Works at Castleford in Yorkshire to-day. The building in which the explosion occurred was rased to the ground and surrounding buildings were either wrecked or damaged by flying pieces of metal. Thousands of windows were shattered some seven miles away, and people in the streets were badly cut by flying glass splinters.

The explosion shook the town like an earthquake and in addition to the destruction of the works many houses in the immediate vicinity were badly damaged. The explosion occurred in a nitric acid mixer, a hundred men being in the works at the time.—*Reuter and British Wireless.*

TWENTY THREE DAYS IN THE AIR.

BROTHERS EASILY BEAT THE RECORD.

Chicago, July 4.
John and Kenneth Hunter have landed after remaining in the air for twenty three days and one hour, beating the previous record by five days and ten hours. They had to come down owing to a broken oil gauge.

The two men are brothers, both coal-miners, and adopted flying as a hobby. The machine they used in their record re-fuelling flight is a second hand one. They will win about £40,000 in prize money. Two older brothers took up supplies to them every day.—*Reuter's American Service.*

RESTRICTING TIN OUTPUT.

NIGERIAN CHAMBER FAVOURS PROPOSALS.

London, July 4.
The Nigerian Chamber of Mines has endorsed the recommendation of the Tin Producers' Association in favour of a two months' shut-down.

The Chamber further suggests that Companies in Nigeria should restrict production during the next three months to one-third of their monthly production on the average quarterly basis.—*Reuter.*

Another of the Chinese women injured in the Aberdeen motor lorry accident has succumbed at the Government Civil Hospital. This makes the death-roll two.

CENTURY IN EACH INNINGS.

FINE DISPLAY GIVEN BY WHYSALL.

NICHOLS' THREE WICKETS FOR FOUR RUNS.

SOMERSET BEATEN.

London, July 4.
High scoring characterised some of the first class cricket matches which ended to-day, ten batsmen making centuries. Whysall of Nottinghamshire had the distinction of scoring a century in each innings against Hampshire when the former team won on the first innings. There were few outstanding bowling performances, although Nichols of Essex took three Somerset wickets for four runs.

Results in Brief.

Gloucester beat Sussex by an innings and nine runs at Gloucester.

Essex beat Somerset at Colchester by 234 runs.

Oxford beat Mr. Levenson-Gower's eleven by nine wickets at Eastbourne.

Glamorgan beat Northants by an innings and 60 runs at Cardiff.

Cambridge beat the M.C.C. by ten wickets at Lord's.

Worcester won on the first innings against Lancashire at Manchester.

Notts. won on the first innings against Hampshire at Nottingham.

Surrey won on the first innings against Derbyshire at Derby.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day, are tabulated below:

Batting	
Whysall (Notts.)	117
and	101
Killick (Cambridge)	102
Pataudi (Oxford)	107
Turnbull (Glamorgan)	100
A. M. Crawley (Oxford)	144
Mead (Hampshire)	143
Walker (Notts.)	140
F. Fox (Worcester)	134
Cutmore (Essex)	117
Idgon (Lancs.)	114
Not out	

Bowling	
Wensley (Sussex)	8 for 123
J. Lee (Somerset)	5 for 38
and	7 for 101
Nichols (Essex)	3 for 15
Bradshaw (Oxford)	4 for 83
Hill-Wood (Oxford)	4 for 89
Peebles (Oxford)	4 for 89
Mercer (Glamorgan)	4 for 81

Gloucester v Sussex.
Gloucester had an easy victory over Sussex at Gloucester when the home team batted first and made 358. The side showed good batting form all-round, Barnett being the top scorer with 94 to his credit. The only bowler who could make any impression was Wensley and he captured eight of the wickets for 123 runs. Sussex failed before the Gloucester bowlers and were dismissed for 142. They batted better when they went to the wicket again, but their total of 207 was a handful of runs short of the number required to avoid an innings' defeat.

Essex v Somerset.
Good bowling by J. Lee was a feature of the match at Colchester when Essex were dismissed in the first innings for 146. Lee taking five wickets for 38 runs. Somerset, however, were skittled out for a very modest 84, Nichols having an average of three wickets for four runs.

Essex batted much better in their second knock and a big stand was made by Cutmore who compiled 117 runs before his wicket fell. The innings produced 311 runs, Lee taking seven of the wickets for 101. Somerset were a well beaten team, being dismissed in the second innings for 141.

Win for Oxford.

Oxford University met Mr. Levenson-Gower's eleven at Eastbourne and won comfortably by nine wickets. Oxford made the big score of 479 in their first knock. Over three hundred runs were piled up by A. M. Crawley and Pataudi. The former's wicket fell when he had

(Continued on Page 7.)

Bulls and Inners

From the Office Butts.

New Definition:—A car park is a place where there was just room breaks because he drives with them for the car which arrived before yours.

The other days we met an amateur gardener who, despite the threat of a hot summer, was quite enthusiastic about the new seeds he had planted. A regular crypticist, in fact!

We read that it is usual for Chinese actors to have large sums of money advanced to them to keep them in good humour. This makes us laugh.

There was an Archdeacon who said "May I take off my gaiters in bed?"

But the Bishop said, "No. Wherever you go. You must wear them until you are dead."

It's computed that the average man takes quite 20,000 steps a day. That's not counting the jumps at the junction of Des Voeux Road and Pedder Street.

One thing about some of these Fanling golfers, they play every Sunday religiously.

Some people think the community should stamp on this idea of higher postage rates.

In Hongkong, motor-cars are getting a bad as scandal-mongers when it comes to running people down.

Talking of currency reform, business men sometimes lose their grip by clinging too long to a poor idea.

A reader pleads for Daylight-Saving for Hongkong. May we suggest that the best way to save it is to use it?

Wasp waists are coming, says a ladies' journal. Fashion will then follow the bee-line.

To-night's broadcast—Signor Ivan I. Deeyah will sing. "She was only a gardener's daughter, but she knew how to handle a rake."

By the means of introduction, One can form one's own deduction. Of the education of the introduced.

If he says "I'm glad to meetcha!" He's a doubtful sort of creature! Who can never hope to join Our social roost.

Though it may be quite a pleasure, To meet perfect folk at leisure, One must exercise a little Well-bred gumption;

For to say "I'm glad to meetcha!" Will just about deletecha, From the social swim— Because of your presumption.

You may murmur "How do you do," Or bow your head, will even do; Or venture a remark upon the summer,

Such as "beastly jolly hot— "Don't you think so... Is it not?" But "Glad to meetcha!" What a faux pas! What a hummer!

The trouble with these backless bathing costumes is that they encourage even the mosquitoes to back-bite!

"A boy with a bird's heart is puzzling the medical profession, and scientists of Washington, U.S.A." It's to be hoped he's not ostrich-sized!

The fact a hotel porter in Detroit made \$12,000 a year in tips suggests he carried in his pitcher something more potent than ice water.

The stingiest man in Hongkong is he who can't laugh at his own expense.

A motorist often gets bad breaks because he drives with them!

One of the things which Hongkong knows only in an academic sense is "cheap money."

A sporting writer says Englishmen are good losers. Well, they get plenty of practice.

[A Yangtze Boating Song.] (Without apologies to anybody.)

When the day comes for rendition When are we to recognise?

Wei-hai-wei! Handled back in good condition. Who will get this British prize?

Wei-hai-wei! Parliament is too evasive. Won't commit itself at all.

Wei-hai-wei! Members' questions, tho' persuasive Meet a blank Official wall.

Wei-hai-wei! "Great War" days are reminiscent. When M.P.s ask, "What's to be?"

Wei-hai-wei! Government replies, omniscient, "Sir, You'll have to wait and see!"

Wei-hai-wei!

Harmony in the home can only be achieved by one or the other playing second fiddle.

Some fathers are heroes to their sons. Others help them with their home work.

Lots of people who think they have the key to Hongkong's prosperity seem to have difficulty in finding the keyhole.

We should hate to have to business men sometimes lose their grip by clinging too long to a poor idea.

Unofficials are Raja Musa Ibn Sultan Aladdin Suleiman Shah (Raja Musa of Selangor) and Dato Sedla Abdullah bin Haji Dahan (Undang of Rembau).

Mussolini says there are two men he really admires. Who's the other?

Stenographers are the best time-pieces. When they get really busy you know it's five minutes to five.

Red shorts are now fashionable in athletic circles at Home. Scarlet runners!

An Aberdonian got a job as a night watchman and sold his pyjamas.

[The Amery Committee suggests that promotion for Civil Servants should depend on merit rather than seniority.]

Now "A" has done twenty-five years, And held jobs of every description.

While "B," though able, appears, To suffer that "junior" affliction.

"A's" progress is quite automatic, For he's senior and therefore on top.

Though in days that are called democratic, This system will surely soon stop.

If "B" is possessed of marked merit, And could handle "A's" job with distinction,

It's time that we started to ferret Out those who are due for extinction.

Some "A's" will take umbrage, no doubt; But their protests will not really matter.

For when merit we're talking about, There's logic, and not idle patter.

So here's to the coming reform, Which will recognise first-rate ability. And fat jobs will no longer keep warm.

For the man who has reached their senility!

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HUNG TAK BANK TRAGEDY.

WITNESS RELATES SHOCK
OF BEING AWAKENED.

Ching Chau-wui, eldest son of the
manager of the Hung Tak Bank,
65 Queen's Road Central, yesterday
gave evidence in the case in which
Li Man-pon is charged with the
capital offence resulting from the
tragic affair which occurred at the
Bank on May 23rd last, when five
children were killed in their sleep
with a chopper.

The proceedings were resumed
before Mr. Lindsell, and Mr. Hin-
shing Lo is watching the case in the
interests of the Bank and the re-
latives of the victims.

Ching Chau-wui stated he slept
on the first floor of the Bank pre-
mises on a deck chair. On the
morning in question, he was aroused
by the pain consequent on a blow,
inflicted with a sharp weapon across
his neck. He jumped up on his
feet and, while holding his eyes,
shouted "save life!"

At that moment he saw Wan
Chee-chip, a fook employed at the
Bank, standing by his bed, and also
perceived the accused running away
towards the passage outside the
room. Witness was not certain
whether the accused was holding
anything in his hands.

Refused to Lend Money.

There was an electric light burn-
ing on the floor and by its light
he was able to make out the defen-
dant, and saw his face clearly. As
far as witness knew, there was no
ill-feeling between the accused and
any member of his (witness')
family. It was a fact that two days
prior to the attack, the accused had
asked him for a loan with which to
start some business, and witness
had refused on the score that he
had no money.

The Magistrate: Can you sug-
gest any motive for this attack?

Witness suggested that a motive
might be found in the fact that he
had refused to lend the accused
money. Witness was proceeding to
detail a conversation which he over-
heard when he was stopped by the
Magistrate, who held such state-
ment as inadmissible owing to the
accused being not present at the
conversation.

Witness said he identified the
bodies of his two younger brothers
and those of his two cousins at the
Mortuary.

While witness was giving his
evidence, accused often broke in
with the question: Are you sure
that the person whom you saw was
I?

Prisoner's Injuries.

Dr. G. H. Thomas, Medical Of-
ficer at the Government Civil Hos-
pital, said that the accused was
admitted on May 23rd last into the
institution, suffering from a six-
inch wound in the front of his neck,
the muscles being cut through down
to the wind-pipe and just missed it.

Witness treated the patient and
fixed up the wound. He gathered
from the sharp edge of the wound
that it was caused by a clean cut or
sweep with a chopper such as the
one exhibited in Court. It was so
deep that some pressure must have
been exerted. The wound could
have been self-inflicted. In fact it
was most likely that it was so in-
flicted. If there was a second cut
at all, the second wound could not
have much effect in view of the
thoroughness of the first.

Witness stated he also examined
Ching Chau-wui, who had a slash
from the nose to the left ear. The
wound was fully five inches long.
There was also another cut on the
left shoulder. The wounds could
hardly have been self-inflicted. The
one on the face was very severe.

The case was again adjourned.

London, July 4.

The death has occurred of Mr.
Herbert Jeans, the Chief Editor
of Reuter's, from heart failure
following a long illness.—Reuter.

SETTLING DOWN IN AUSTRALIA.

MR. W. J. STOKES LEAVES
ON THE ST. ALBANS.

Mr. W. J. Stokes has left for
Australia, where he hopes to
spend in good health and happy
retirement the remaining years of
a very full and active life. He
was accompanied by Mrs. Stokes.
They departed yesterday by the
St. Albans and many of their old
friends were on the good ship to
see them off and wish them fare-
well.

Mr. Stokes first arrived in
Hongkong on the Blue Funnel s.s.
Laertes in August of 1903. For
seventeen years he served as Chief
Engineer on various vessels on
the China Coast, and in November,
1919, settled down in Hongkong,
as Secretary of the Marine
Engineers Guild of China, a posi-
tion from which he retired on
January 31 this year. During
those ten years he was prominent-
ly identified with public affairs,
particularly on the Kowloon side,
and came to be regarded as one
of the Colony's most useful
citizens. He held strong and
sound views and expressed them
directly and fearlessly. Well-
known and respected throughout
the Colony, his departure will be
very keenly regretted not only by
those whom he served but by a
very much wider circle of friends
and acquaintances who came to
appreciate his sterling worth and
work.

Early Days.

Mr. Stokes is a Londoner. He
was born at Broad Street Build-
ings (now Broad Street Station,
L.M. & S.R.) in the city on
November 21, 1862. Educated at
various Day Schools and finally
at Ongar Grammar School, he
entered the office of Henry
Bucknall and Sons (now Ellerman
and Bucknall) in 1876 and two
years later was apprenticed to
Mr. G. N. Tanner, a London
engineer. On completion of his
apprenticeship in 1883 he joined
the s.s. Ferdinand van der Taelen
of the Cork S.S. Company. In
August of 1885 he passed for
Second Class Certificate and in
January of 1887 joined Lund's
Blue Anchor Line, now incor-
porated in the P. and O. S.N.
Company. November of the fol-
lowing year saw him in Fremantle,
Western Australia.

1890 he spent pearling in Shark
Bay, a venture, which he later
admitted, was not a very great
success. In January of the fol-
lowing year he joined the West
Australian Government Railways,
but the call of the sea was so
insistent that in 1892 he found
employment with the Adelaide
Steamship Company. It was
while so employed that he
married Miss Francis Cooper, of
Fremantle, who, as Mrs. Stokes,
now accompanies her husband
back to the scenes of her child-
hood days.

Mr. Stokes obtained his First
Class Certificate in 1899 and the
same year joined the Fremantle
Harbour Works. Here he re-
mained until the stoppage of the
Harbour Works in 1903, and then
joined Holt's (Blue Funnel) Com-
pany.

Arrives in Hongkong.

In August of that year he came
to Hongkong—a very different
Hongkong to what it is to-day—
for the first time. He was then
Second Engineer on the s.s.
Laertes, a vessel that was later
sold to Messrs. Wo Fat Sing. Ten
days later he was promoted Chief
Engineer of the Laertes on
change of ownership. For four-
teen years he served as Chief
Engineer of the Pheumphen. On
September 19, 1917 he joined
the Castelfield and was later
transferred (in 1919) to another
of Messrs. Moller and Co.'s ships,
the Nancy Dollar.

Mr. Stokes' real association
with the public affairs of Hong-
kong started in November of 1919
when he was appointed Branch
Secretary of the Marine Engineers
Guild of China and posted to
Hongkong to assist Capt. L.
D'Oliveira, the then Secretary of

THE LONDON NAVAL PACT.

CONGRESS ADJOURNS WITH
DUTY NEGLECTED.

Washington, July 4.

The United States Congress has
adjourned.

A special session of the Senate
will be convened for the
7th inst. to consider the London
Naval Pact.—Reuter's American
Service.

[The calling of the special session
of the Senate is a fulfilment by the
President of his threat that he
would call such a session if the
London Treaty was not considered
and acted on during the regular
session. The Senate urged its
postponement until the next regular
session but to this President Hoover
refused to agree.]

The China Coast Officers Guild, in
dealing with the strike of the
officers and engineers in the local
vessels. The strike terminated on
December 20, on which date an
agreement to submit the wages
dispute to arbitration was reached.
The Arbitration Court sat
from March 17 to 29, 1920, (nine
sittings) at which Capt. D'Oliveira
and Mr. Stokes represented the
officers, and engineers; the ship-
owners being represented by the
late Mr. E. H. Sharp, Mr. Eldon
Potter and Mr. W. E. L. Shenton.
The arbitrators were Mr. N. L.
Watson and Mr. J. Owen Hughes,
with the late Mr. A. R. Lowe sit-
ting as umpire. The award was
promulgated on May 27, 1920.
Mr. Stokes took a very prominent
part in that big battle for better
pay and conditions for officers of
the China coast.

First Visit Home for 37 Years.

In February of 1925, Mr. Stokes
was on leave in Britain, his first
visit home for 37½ years. He re-
turned from leave at the end of
the year. He took charge of both
Guilds at Hongkong during the
leave of Capt. Laurensen, Branch
Secretary, China Coast Officers
Guild in 1927, and had a very an-
xious time then on account of the
China Navigation Company strike.
Mr. Stokes retired from the Guild
on January 31 this year, and a
number of presentations, including
a silver inkstand, a card tray and
a clock, were made to him on that
occasion.

Local Activities.

Mr. Stokes took a particularly
keen and active interest in the
Institution of Engineers and Ship-
builders, of which he has been a
member since 1903, a member of
the Committee from 1921, Librarian
since 1922 and President
1923-9.

Particularly interested in the
development of the Peninsula, Mr.
Stokes was a very valuable mem-
ber of the Kowloon Residents' As-
sociation, being on the Committee
since 1922 and serving as Presi-
dent in 1927. He was specially in-
terested in the improvement of the
Star Ferry approach, electric light-
ing, traffic improvement and the
inauguration of buses.

A Freemason, Mr. Stokes joined
Lodge Zetland, 525, E.C., on
Clearance from Lodge Caledonian,
Fremantle, 830, S.C., in March of
1923 and in May of the same year
was Exalted in Victoria Chapter,
525, E.C.

Mr. Stokes was a Life Member
of the Hongkong Society for the
Prevention of Cruelty to Animals,
a member of the Hongkong branch,
Navy League, St. George's Society
and an Hon. member Association
of Engineers, Singapore.

Mr. Stokes made a special study
of heraldry and was always keen
to see the Union Jack in its pro-
per design and measurements
wherever flown. His hobby is
work and this he did in the inter-
ests of others in a strong, straight-
and fearless way. His recreation
is more work of a different kind,
and in his hours of relaxation he
enjoys nothing better than a cup
of strong tea and a pipe.

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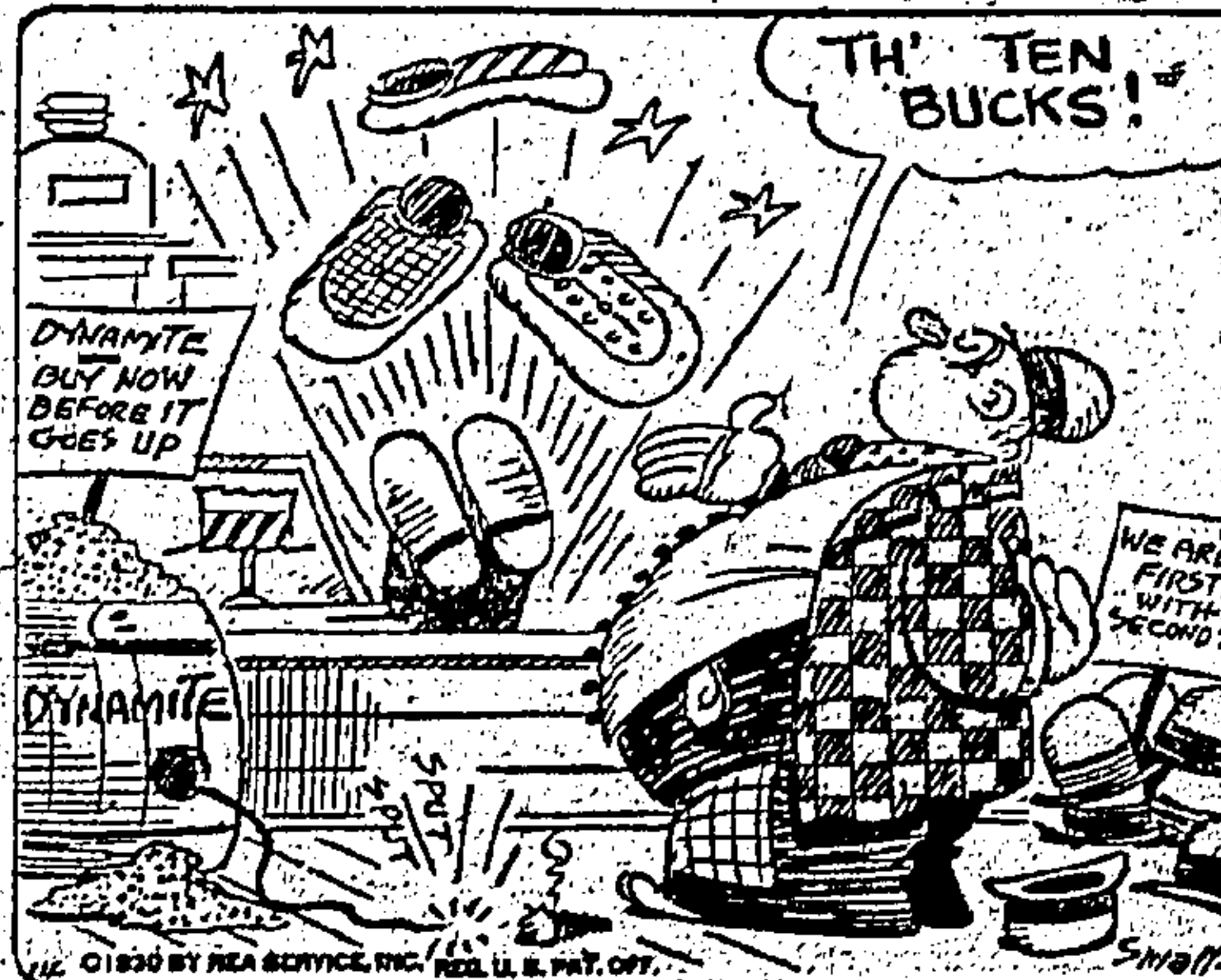
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SUMMER ACTIVITIES AT Y.M.C.A.

BIG & VARIED PROGRAMME COMPLETED.

Activities for the month of June at the European Y.M.C.A., were both varied and successful, and as a result the general committee has been encouraged to enlarge the social programme for the current month.

The Committee have adopted an entirely new procedure in arranging such a wide variety of entertainments during the summer season, but their efforts have met with the appreciation of the members, who have not been slow in supporting the numerous events.

Last month six bathing picnics were held, attendances ranging from 29 to 58, with an average of forty.

The first flannel dance, held on the tennis courts at the rear of the building, was a most successful and enjoyable function, and satisfaction has been expressed in the decision of the Committee to arrange a similar event for the 17th of this month.

The tennis club, although experiencing anything but good fortune in the local league, continues to flourish, and progress in the Weall Cup tournament continues. Friendly matches were played with the Kowloon branch of the Chinese Y.M.C.A., and the Royal Corps of Signals.

Only two matches remain to be played in the golf tournament, when the winner of the Laughton v. Hillier encounter, will contest Russell in the final round.

The interior social activities have been well maintained and have provided many pleasant evenings for both members and visitors.

Two billiards matches were played against the Royal Corps of Signals, whilst on June 25, the residents and non-resident members engaged in a most interesting match, which resulted in the latter winning by 30 points. Nineteen teams of six players aside have entered for the Pattenen Services Billiard Cup, and play in this competition will take place during July.

The Camera Club, a comparatively new feature of the "Y," has held two meetings. At the first, Lieut. Commander Rogers Tillstone gave a talk on "Pictorial Photography," and at the second Mr. A. C. Jackson spoke on "Developers and Development." Both proved helpful and interesting.

The Sunday evening feature, "The Quiet Hour," has been maintained, short, well-attended meetings having been addressed by the following: Revs. J. Knight Anstey, L. W. N. Watkins, Frank Short, E. A. Armstrong, J. H. Johnston and Dr. W. H. Dobson, M. D.

The programme for July has already started, and on Thursday evening a Games' Night was enjoyed by a large company. Bridge, Whist and Mah Jongg were the favoured games, these being played on the roof of the building.

Bathing picnics have been arranged for this afternoon, Friday, July 11, Saturday, July 19, and Friday, July 25th.

A return billiards match between the residents and outside members will be played on Thursday next, whilst the final event of the month will be a concert on the tennis courts on Thursday, July 31st.

WILL AND A WAY.

A BRITISH MUSEUM ROMANCE.

This is the story of a man who, having failed to get his way during his lifetime, succeeded by his death.

It concerns Mr. Oldfield Thomas, aged 74, who joined the British Museum staff when he was 18, and worked his way up to be assistant in charge of the mammals section in the Natural History Section, South Kensington.

Vegetarian, total abstainer, he was remarkable for a slight eccentricity of dress. He grew tired in late years of having to climb a flight of stairs to his study, 45ft. up. He pressed for a lift, but, in the words of Dr. Herbert Smith, Director of the Museum: "The Treasury hadn't any money to spare for a lift."

Oldfield Thomas had his way in the end. In his will he left a sum of money for the construction of the lift. It will be opened by the Right Hon. George Lansbury, M.P., First Commissioner of His Majesty's Works.

It was a case of "Where there's a will there's a way."

"There were constructional difficulties," Dr. Smith said, "but the

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 27/30. Hongkong Volunteer Defence Corps Orders by Major H. B. L. Dowbiggin, Commanding Hongkong Volunteer Defence Corps.

Parades.

(a) Battery. A short lecture with practical work will be given by B.S.M. Worne, R.A. on Thursday, July 10th at 5.30 p.m. at Headquarters.

(b) Engineer Company. A Miniature Range Ride Competition will take place at Headquarters at 5.30 p.m. on Monday, July 7th between a Team from the Company and one from the Royal Engineers.

(c) Corps Signals. Signal Class will parade at Headquarters at 5.30 p.m. on Thursday, July 10th.

(d) Machine Gun Troop. Thursday, July 10th. Parade at Causeway Bay Stables at 5.30 p.m. Sunday, July 13th. Field Firing Exercise. Full details will be published in next week's Orders.

(e) Armoured Car Company. Car Section. The following will parade at Kowloon Railway Station at 5.30 p.m. on Friday, 11th. July for driving instruction on No. 2 Armoured Car.

Sergeant E. D. Labrousse
Lieutenant J. S. Spradbury
Pte. E. J. Clarke.

All other ranks will parade at Headquarters at 5.15 p.m. for instruction on No. 1 Car under Cpl. A. Nissim.

Motor Cycle Section. Parade at Headquarters at 5.30 p.m. on Friday, 11th. July for Machine Gun instruction.

(f) Scottish Company. Parades Thursday, 10th. July, 1930 for Machine Gun instruction.

No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.

No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.

Rides and Bayonets.

All rifles, bayonets and scabbards will be handed into Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition when handed in. (repeated).

Promotion.

No. 1403 L/Cpl. J. Barnes, Corps Signals, is promoted to the rank of Corporal as from 4. 7. 30.

Reversion.

No. 462 Sergeant C. B. Easterbrook, Corps Signals, reverts to the ranks at his own request.

Corps Flashes.

The new flashes for the Corps topees are now ready. Officers and other ranks will hand their topees into the Store as soon as possible for the purpose of having the flashes properly sewn on. (repeated).

Corps Stores.

In future the Corps Store will be open during the following hours: Mondays and Wednesdays, 9 a.m. to 12.30 p.m.

Tuesdays, Thursdays and Fridays, 9 a.m. to 12.30 p.m.; 2 p.m. to 4 p.m.; 5 p.m. to 6.30 p.m.

Saturdays, 9 a.m. to 1 p.m.

Headquarters Staff.

In future the Commandant, Adjutant and Corps Sergeant-Major will be at Headquarters on Tuesday, Thursday and Friday evenings only during the Summer months, unless work of an urgent nature has to be dealt with in which case special appointments will be made with those concerned.

In this connection it is notified that a set of Note Books (one for each C.O.) has been placed in the Office of the Adjutant in which Officers Commanding Companies etc. can enter notes on any subject which they wish The Adjutant to deal with should the latter not be present at the hour at which the Officer concerned visits Headquarters.

Notice Boards.

It is notified for information that a central Corps Notice Board has been placed outside the Lecture Room door, on which will be placed notices affecting all Companies etc. Corps Orders will be placed on this Board only in future.

A "What's On" board has been placed on the left of the above on which will be posted brief notifications of current events taking place in the Corps such as Rifle Shoots, Field Firing Exercises, Concerts etc.

A special Board has been placed in the Miniature Range for Notices and Extracts from Small Arms Training etc.

Official Manuals.

Officers Commanding Companies etc. will please forward to Headquarters by 9 a.m. on Wednesday next 9th instant returns showing their requirements with regard to Official Training Manuals; attention is drawn to King's Regulations para. 1597, and Appendix XXIV.

(Sgd.) W. H. G. GOATER, CAPT.,
Adjutant, H. K. V. D. C.

Office of Works have got over them. "Oldfield Thomas retired in 1923, but he could not leave his mammals, and was soon back at work. He built up the collection, financed expeditions to all parts of the world, and was able to claim that he had described and named 2,000 new species of mammals."

The Archbishop of Canterbury has been prevented by ill-health from accepting the gift of the lift on behalf of the Museum Trustees. His place will be taken by Lord Hanworth, the Master of the Rolls and a Trustee of the British Museum.

BOY KIDNAPPED FROM CANTON.

TWO MEN FACE CHARGES OF HARBOURING.

Accused of harbouring a small boy of Sa Ho, in the suburbs of Canton, two men and a woman appeared before Mr. Whyte Smith, at the Kowloon Magistracy yesterday afternoon, when, on the application of Detective Sergeant Meadows, the woman was acquitted and a further charge of aiding and abetting the harbouring of the boy was brought against the second defendant, who was represented by Mr. F. H. Losoby.

Detailing the facts of the case, Detective Sergeant Meadows said that the boy mentioned in the charge was missing, believed to have been kidnapped, from Sa Ho Village, near Canton on December 16, 1929. He was alleged to have been taken to Hongkong by the first defendant and harboured at 79, Yu Chow Street, Shamshuipo. The second defendant was, at that time, living on that floor.

After being kept at the house for several days efforts were made to sell the boy. The second defendant was alleged to have communicated with two women, who acted as go-betweens, and they introduced the first defendant to a certain Hakka woman in Shataukok, Chinese Territory, who subsequently purchased the boy.

On June 13, the first defendant was arrested on a different charge and detained. Whilst in custody certain information was received and the second defendant was arrested on the same day. The information which the Police received was that the two men were concerned with the kidnapping of the boy from Chinese Territory.

On the following day the third defendant, who was discharged, was located and arrested for having sold the lad. Another woman had also acted as go-between but neither was being charged as the Police were satisfied that they had had no guilty knowledge that the boy had been kidnapped. The first defendant had told the women that he was leaving for Singapore and wanted to sell the boy who was his son.

In her evidence, the mother intimated that the first defendant was well-known in Sa Ho and had been in the habit of taking the boy to tea. On the day that he was missed the accused had taken the lad out but both disappeared.

The transaction between the go-betweens and the Hakka woman who bought the child was described in detail by the woman who was acquitted. She intimated that a price of \$300 was required by the defendants for the boy but she expressed surprise that a lad with such a dark complexion should be valued at that price. He was eventually sold for \$140. After deducting commission the witness handed \$126 to the second defendant for the first defendant.

The case was adjourned.

EXPORTING ROADS.

TANK-LOADS FOR THE CONTINENT.

British roads are the finest in the world. Some foreign nations have discovered the secret of how to make them and are about to import one or two for the benefit of the British motorists.

Along the shores of Southampton Water they are starting a new industry that will transship to France or Germany a British-made road. There is an oil refinery next door to the great seaplane station at Calshot where ships are loaded with hot asphalt in bulk for export to the Continent.

It is only part of the great business done in oil at the Anglo-American Company's refinery at Fawley, where they are doing something to expand British trade overseas. The asphalt is shipped in a fluid state and retains its high temperature throughout the voyage, at the end of which it is unloaded and rushed, in tanks, to the road-makers.

So, when you are touring the Continent, remember that a particularly fine stretch of road on which you may be doing a comfortable 50 miles an hour may have come from the shores of Southampton Water!

Fawley, on the verge of the New Forest, is the seat of this new romance of oil. Industry is coming south and British oil activities are expanding. British shipyards are turning out more oil-tankers for this industry and Southampton is tackling this development with its great dock extension scheme.

Flooded with petrol that had leaked from the North Weald aerodrome "storage" tanks, a narrow brook running through the village street was set on fire by lightning during the storm. The flames spread to some distance, and for a time the Wool Pack Inn and some wooden cottages were in danger. The Epping and the aerodrome fire brigades put the fire out.

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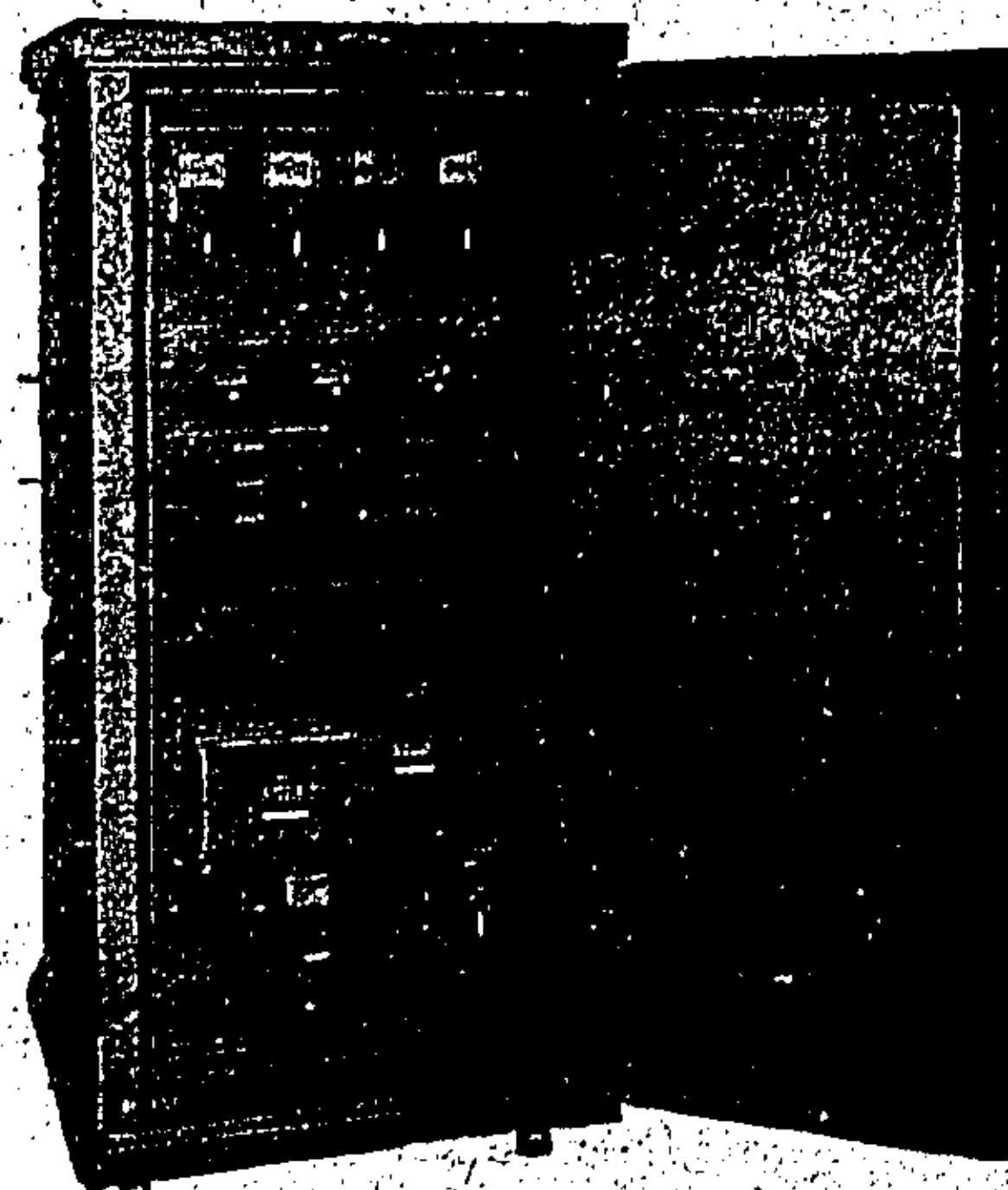
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CHURCH NOTICES.

To-morrow the Third Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. July 6th, 1930. Third Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon 11 a.m. Preacher: Rev. E. A. Armstrong. Evensong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 a.m. Communion service, Noon. Evening worship, 6 p.m. Preacher for the day, the Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "God." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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New Advertisements

CHINESE ESTATES, LIMITED. SEVENTH ORDINARY YEARLY MEETING.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office at China Buildings (5th floor), Hongkong, on SATURDAY, the 19th July, 1930, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and a Statement of Account for the year ending 28th February, 1930, and of electing additional directors, if thought fit, and also electing an auditor. The TRANSFER BOOK of the Company will be CLOSED from the 5th to the 19th July, 1930, both days inclusive.

By Order of the

Board of Directors,

HENRY LOWCOCK, Secretary.

Hongkong, 4th July, 1930.

HONGKONG SAVINGS BANK.

As from the 1st July, 1930, interest will be allowed to Depositors on their minimum monthly balances at the rate of 2½% per annum.

For the Hongkong and Shanghai Banking Corporation, V. M. Grayburn, Acting Chief Manager. Hongkong, 30th June, 1930.

EWO COTTON MILLS, LIMITED. (Incorporated in Hongkong.)

NOTICE.

NEW SHARE ISSUE.

Share Certificates will be ready for issue on 7th July, 1930, and may be obtained on application at the Company's Office (Shares Transfer Department), No. 27, The Bund, Shanghai, in exchange for Bankers' Receipts.

Script which has been split to suit the convenience of allottees (or their nominees) will be charged for at the rate of one Tael per Certificate. All other Script issued free.

Script Fees are payable on delivery of the Script. JARDINE, MATHESON & CO., LIMITED. General Managers. Shanghai, 26th June, 1930.

CHINA PROVIDENT LOAN & MORTGAGE COMPANY LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Shareholders in the China Provident Loan & Mortgage Company Limited will be held on WEDNESDAY, the 16th day of JULY, 1930 in the Company's Board Room, ALEXANDRA BUILDING, HONGKONG at 12 O'CLOCK NOON for the purpose of considering and, if thought fit, passing the following Resolutions:—

1 That the Capital of the China Provident Loan & Mortgage Company Limited be increased from \$3,000,000 to \$4,500,000 by the creation of 300,000 Shares of \$5.00 each and that the 300,000 Shares of \$5.00 each shall each rank for dividend and in all other respects pari passu with the existing Shares of the Company.

2 That in the event of the above Resolution being passed, 294,789 Shares shall be issued and offered in the first instance by the Directors at par to existing Shareholders on the Register of the Company as at the 16th day of July, 1930 rateably in the proportion of ONE share for every TWO shares held by such Shareholders, and in the event of any of the said 294,789 Shares not being taken up by the Shareholders within the time stipulated by the Directors, the Board shall be empowered to allot them or dispose of them as they in their discretion deem expedient in the interest of the Company.

NOTICE IS ALSO HEREBY GIVEN that the Transfer Books of the Company will be CLOSED from MONDAY, the 7th day of July, 1930 to WEDNESDAY, the 16th day of JULY, 1930, both days inclusive.

Dated this Twenty-sixth day of June 1930.

BY ORDER OF THE BOARD OF DIRECTORS.

D. L. KING, Secretary.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th July, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th July, 1930, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th July, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD. Agents. Hongkong, 5th July, 1930.

A woman was killed by a train at Marble Arch underground station. The accident occurred at 8 p.m., and westbound traffic on the Central London Railway was held up for 40 minutes until the body could be extricated from under the train. There was also some delay to east-bound traffic.

TRADE BETWEEN AUSTRALIA AND CHINA.

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has now opened an Import and Export Office at 4th Floor, Kayamilly Building, Nos. 20-22, Queen's Road, Central, Hongkong. Merchants, buyers, sellers, interested in this inter-trade are asked to call. Samples are required of Chinese products and samples of Australian Goods will be supplied.

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500 SURPRISES SCENERY AND
150 STARTLING ILLUSIONS TONS EQUIPMENT
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Booking at Montre's and Star.

Prices \$4, \$3, \$2 & \$1.

WILD-WEST MEN IN LONDON.

ROYAL CANADIAN MOUNTED POLICE ARRIVE.

SHOW AT OLYMPIA.

Nineteen men from the great open spaces, where men justify the film captions, reached Southampton in the Canadian Pacific liner, Montclare.

They were men of the Royal Canadian Mounted Police, who will give a display at the International Horse Show at Olympia this month. Tall, stalwart, steely-eyed, granite-jawed, bronzed like Sioux braves; they gave England a strong, silent look.

Each man wore a scarlet tunic with blue facings; blue serge riding breeches with wide, yellow stripes down the outside seam; brown, knee-high boots, spurred, and stetson hats.

Each man carried a .45 revolver slung at his hip. They are young men, recruits, fresh from their training depot.

"Romance?" echoed Major T. Dann, who is in charge of the detachment. "Fairy tales—films like any other job. That's all there is to it."

North Pole Beat.

"Lonely? Yes! It's true there are two detachments of the Force on duty within two degrees of the North Pole—but many pictures shows there. But—we don't shoot Red Indians, or even grizzly bears nowadays!"

"Romance...?" "A sergeant and two men are on their way to England with 24 horses."

"Young men—young horses. 'One man strained his knee and was left behind."

"But," said Major Dann, "it will not affect the display. The men are accustomed to carrying on."

"Romance...?" "Arrival of the 19 at Waterloo Station. Crowds, cheers. 'Shoot,' cried the camera men. 'If all shots were as harmless as that one would not mind.' Sergeant-major Griffin, a veteran of 20 years' service, said to a News-Chronicle reporter."

He tapped his right thigh. There's a bullet hole there. It was back West when I was rounding up an Indian. The beggar plumped me through the leg at the entrance to a canyon. But I got him afterwards!"

He chuckled as he pointed to my Alberta. "I'm thinking of my 400 square miles you could pick. For weeks on end I do not see a soul."

POST OFFICE NOTICE

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Date and Time
Japan	Brisbane Maru	Sat., July 5, 5 p.m.
Shanghai and Swatow	Shantung	Sat., July 5, 5 p.m.
Java	Tianroen	Sat., July 5, 5 p.m.
Calcutta and Straits	Yuen Sang	Sat., July 5, 5 p.m.
Japan	Panama Maru	Sat., July 5, 5 p.m.
Manila and Manila	Pres. Madison	Sat., July 5, 5 p.m.
Straits	Nellore	Sat., July 5, 5 p.m.
Japan and Shanghai	Emp. of Canada	Sat., July 5, 5 p.m.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 13th June)	Terakuni Maru	Sat., July 5, 5 p.m.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C. 28th June)	Pres. Wilson	Sat., July 5, 5 p.m.
U.S.A., Honolulu, Canada, Japan and Shanghai (San Francisco 20th June)	Empress of Russia	Sat., July 5, 5 p.m.
Japan and Shanghai	President Jackson	Sat., July 5, 5 p.m.
Japan and Shanghai	Chenonceaux	Sat., July 5, 5 p.m.
Japan and Shanghai	Montevideo Maru	Sat., July 5, 5 p.m.
Japan and Shanghai	Morea	Sat., July 5, 5 p.m.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at p.m. on the previous day.

For	Per	Date and Time
Straits	Surma Maru	Sat., July 5, 2.30 p.m.
Shanghai, Japan and Europe via Siberia	Benwyvis	Sat., July 5, 3.30 p.m.
Manila	Pres. Pierce	Sat., July 5, 4.30 p.m.
Manila, Australia and New Zealand via Brisbane	Brisbane Maru	Sat., July 5, 4.45 p.m.
	Letters	Sat., July 5, 5 p.m.
	(Due Brisbane 19th July).	

Pormosa	Halvard	Sat., July 5, 5 p.m.
Bangkok via Swatow	Kalgan	Sun., July 6, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., July 6, 9 a.m.
Sandakan	Mausang	Sun., July 6, 9 a.m.
Straits	Seistan	Sun., July 6, 9 a.m.
*Straits, East Africa, via Mombasa and *South Africa via Lourenco Marques	Panama Maru	Mon., July 7, 9.30 a.m.
Swatow	Damascus	Mon., July 7, 2.30 p.m.
Swatow	Hydrangas	Mon., July 7, 3 p.m.
Foochow	Chenan	Mon., July 7, 3.30 p.m.

Japan, U.S.A., *Canada, Central and South America and *Europe via Victoria B. C.	Pres. Madison	Mon., July 7, 3 p.m.
	Parcels	Mon., July 7, 3 p.m.
	Registration	Mon., July 7, 4.15 p.m.
	Letters	Mon., July 7, 5 p.m.
	(Due Victoria B. C. 25th July.)	

Shanghai and *Europe via Siberia	Pres. Madison	Mon., July 7, 5 p.m.
	Registration	Mon., July 7, 5 p.m.
	Letters	Mon., July 7, 5 p.m.
	(Due Victoria B. C. 25th July.)	

Amoy	Yuen Sang	Mon., July 7, 5 p.m.
Swatow, Amoy and Foochow	Haining	Tues., July 8, 2 p.m.
Swatow	Washing	Wed., July 9, 8.30 a.m.
Straits and Calcutta	Kutsang	Wed., July 9, 9 a.m.
	Parcels	Wed., July 9, 10 a.m.
	Letters	Wed., July 9, 10 a.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Hector	Wed., July 9, 10 a.m.
	K. P. O.	
	Registration	Wed., July 9, 4.30 p.m.
	Letters	Wed., July 9, 4.30 p.m.
	G. P. O.	

	Registration	Wed., July 9, 5 p.m.
	Letters	Wed., July 9, 5 p.m.
	(Due Marseilles 6th August.)	

Amoy	Tsinan	Wed., July 9, 5 p.m.
Hohow, Pakhoi and Halphong	Kanchow	Thurs., July 10, 8.30 a.m.
*Japan	Xiion	Thurs., July 10, 10 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C.	Emps. of Canada	Thurs., July 10, 10 a.m.
	Parcels	Thurs., July 10, 9.45 a.m.
	Letters	Thurs., July 10, 10 a.m.
	(Due Vancouver B. C. July 25)	

Swatow, Amoy and Foochow	Haiching	Fri., July 11, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Terukuni Maru	Fri., July 11, 1 p.m.
	K.P.O.	
	Registration	Fri., July 11, 4.30 p.m.
	Letters	Fri., July 11, 4.30 p.m.
	G.P.O.	

Foochow via Swatow	Chip Shing	Sat., July 12, 5 p.m.
Saigon, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt and *Europe via Marseilles	Chenonceaux	Tues., July 15, 3.30 p.m.
	K.P.O.	
	Registration	Tues., July 15, 1 p.m.
	Letters	Tues., July 15, 1 p.m.
	G.P.O.	

	Registration	Tues., July 15, 1.45 p.m.
	Letters	Tues., July 15, 2.30 p.m.
	(Due Marseilles 15th August.)	

Manila	Emp. of Russia	Tues., July 15, 3.30 p.m.
	K.P.O.	
	Registration	Tues., July 15, 4.30 p.m.
	Letters	Tues., July 15, 4.30 p.m.
	G.P.O.	

	Registration	Tues., July 15, 5 p.m.
	Letters	Tues., July 15, 5 p.m.
	(Due Marseilles 15th August.)	

Straits, Ceylon, India, Mauritius, East and South Africa and *South American Ports	Montevideo Maru	Thurs., July 17, 5 p.m.
	K.P.O.	
	Registration	Thurs., July 17, 1 p.m.
	Letters	Thurs., July 17, 1 p.m.
	G.P.O.	

*Superscribed Correspondence only.

WOMEN DETECTIVES.

PROPOSED EXPERIMENT AT SCOTLAND YARD.

Miss Dorothy Pete, Chief of the Metropolitan Women Police, has placed before the Chief Commissioner, Lord Byng, proposals for the appointment of a number of women officers to act as plain-clothes detectives in collaboration with members of the Criminal Investigation Department.

A Press representative was informed at Scotland Yard that the question of the employment of women as plain-clothes detectives was under consideration, but no decision had been reached or was likely to be reached for some time. The matter, it was stated, had not been officially brought before the Home Office.

Although women police patrols in uniform have been in existence for a long time, women have not yet been employed

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- 38008 (Love Parade Gems.
Sunny Side Up Gems.
(Victor Light Opera Co.)
- 22285 (My Love Parade.
Nobody's Using It.
(Maurice Chevalier)
- 22232 (Love Parade F. T.
Nobody's Using It F. T.
(High Hatters)
- 22294 (You've Got That Thing.
Paris Stay the Same.
(Maurice Chevalier)
- 22241 (Dream Lover. Waltz.
Lonely Little Doll F. T.
(Shilkrets Orchestra)
- 22306 (Puttin' on the Ritz. F. T.
Singing a Vagabond
Song. F. T.
(Reissman's Orch.)
- 22335 (Here's Danger in your Eyes
A Year From Today.
(James Welton)
- 22293 (With You F. T.
Here's Danger in
Your Eyes.
(Waring-Pennsylvanias)

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WOMAN'S WORLD

FOR OUR LADY READERS.

Hospitality
Overdone.

TASTES MUST COINCIDE.

How many other people's lives are troubled by the same difficulty, which has finally brought a film star in Hollywood to divorce her husband?

The latter is accused of desecrating the home with excessive entertainment. His wife, whose only time for rest is the week-end, complains that she is oppressed with noise and deprived of privacy by his hospitality to week-enders.

The problem is one which is almost inseparable from family life; sons and daughters suffer through one another's friendships, just as their parents may suffer loss of peace and rest through theirs.

But it seems that the one who is most likely to have a real grievance of this kind is the husband who works hard all the week, and is tied to a wife who is too fond of entertaining.

And if her taste in friends does not coincide with his own, it is obvious that her entertaining must be refined torture for him!

Simplicity is First Importance.



Left: With a real lace veil, Patou makes a dress of dull crepe an effective background for it. The floral waist trimming has a small lace frill also, and flowing sleeves give this wedding gown sufficient personality. Right: Twin clusters of mother of pearl flowers hold the folds of a tulle veil close to the head and are a favourite coiffure for a bride.

Fruit Eating And
Health.

[By a Hospital Matron.]

A serious devotion to a fruit diet is attended by a rapid and marked improvement in the state of the general health. By "serious" is meant the inclusion in the dietary of at least one fruit meal in the day, and preferably at breakfast. If the totally unnecessary supper is replaced by a little fresh fruit, nothing but good will ensue.

The quickest and most obvious change is in the condition of the skin, which soon "firms up" and becomes clearer and glossier in appearance. Especially is the alteration visible in the improved complexion. It is no exaggeration to say that the outward and visible benefits of a fruit diet will be manifest in less than a month.

Another reason for the improved health lies in the fact that there is much less danger of over-eating when partaking of a fruit meal.

There is no doubt that many people consider that they must tarry at table until they experience a sense of comfortable repletion. However hard one may try, it is impossible to produce a feeling of surfeit while eating fruit. The digestive apparatus is relieved of some of its extra duties, and the whole organism benefits accordingly.

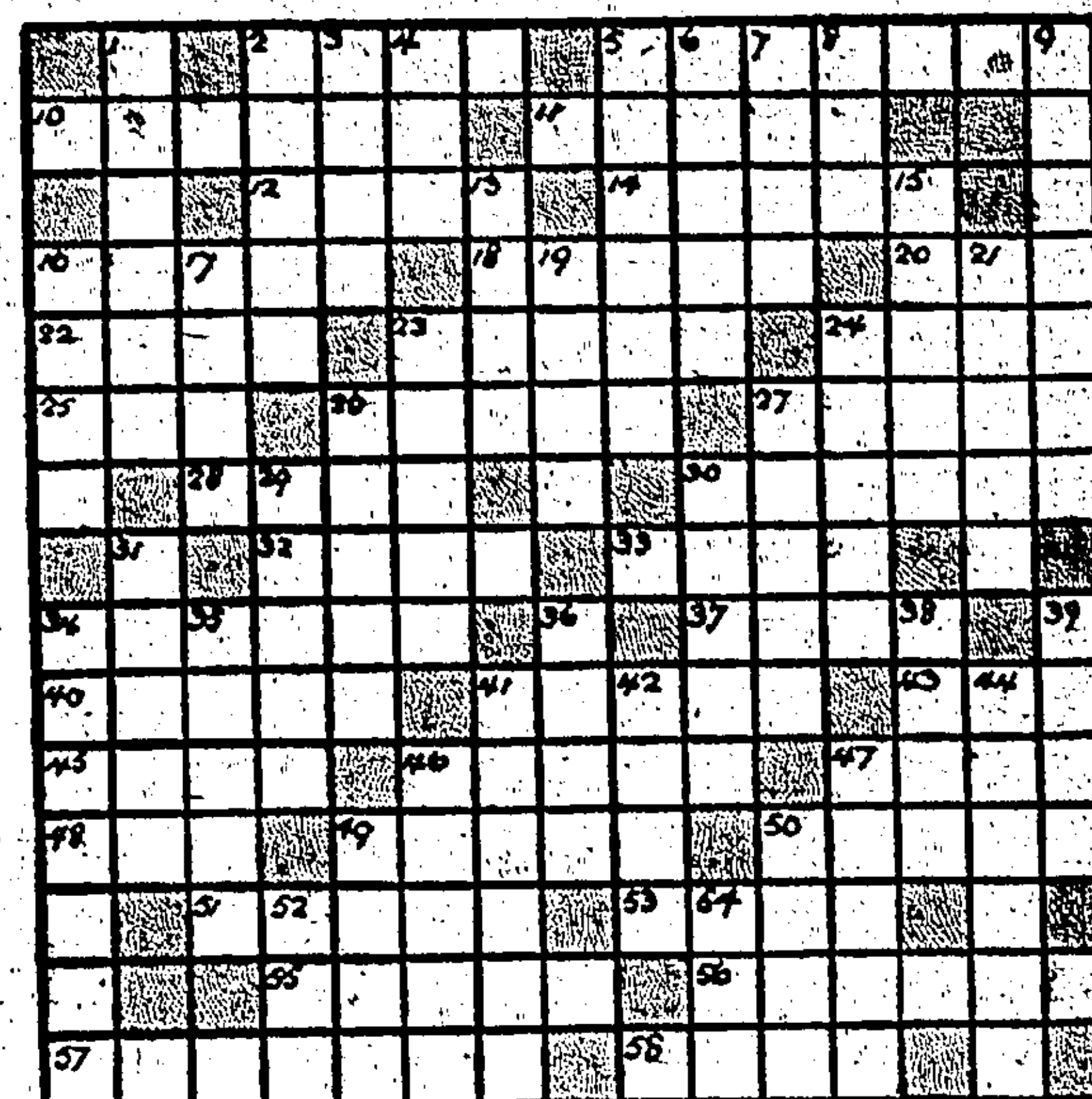
The Fruit Habit.

It is astonishing how the natural discrimination of the palate returns and develops, and with what keen relish does it learn to appreciate the natural types of food-stuff. Many people who are always accustomed to begin the day with some form of fried foods shudder at the bare thought of a breakfast consisting solely of fruit. Their horror is at least intelligible, since the more they indulge in these savoury foods the greater is the dislike for fruit. The fruit habit is acquired and thrives by indulgence.

Sufferers from a tardy intestinal activity—and they are legion—will discover that no more do they need to maintain a perfect barrage of laxatives in order to continue in even a reasonable state of health. In such cases, soon after the commencement of a fruit diet, the intestinal canal takes a well-earned rest for a few days. There is no need for alarm, since any organ which has been goaded into an artificial activity for a long period will seize the first available opportunity to enjoy a necessary vacation. Such a chance is provided by a fruit diet. There is no harm in fruit lying dormant in the interior for a few days.

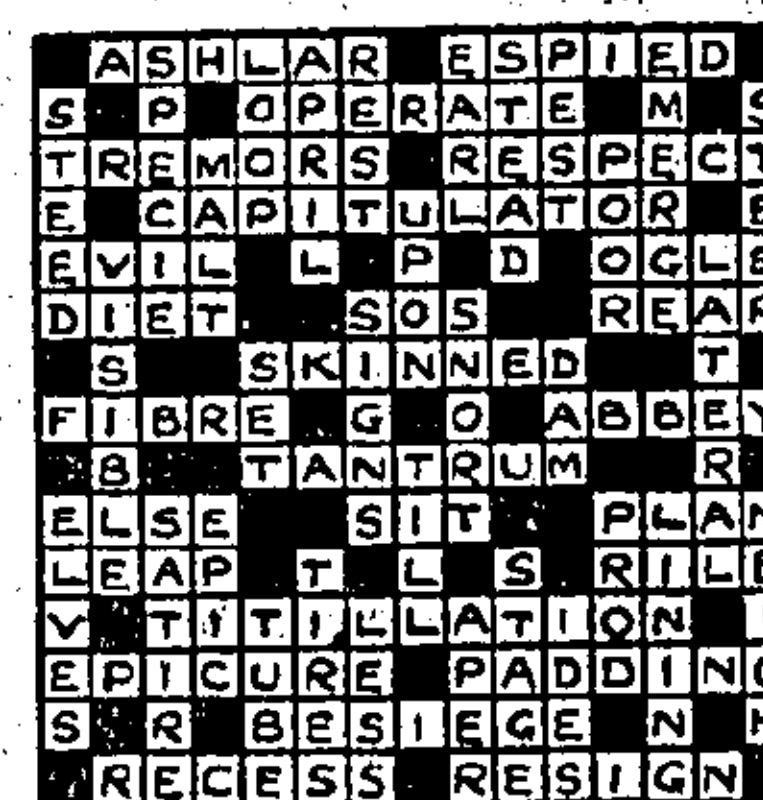
Later on, as the general health improves, the interior may indulge in other idle spells. The constant use of laxatives will undoubtedly cause a marked irritation of the walls of the intestinal canal. Since there is no remedy which can be compared to rest, it utilizes its temporary idleness to allow the delicate lining to return to normal and also to replace any devitalised patches of membrane by healthy tissue.

OUR BRITISH CROSSWORDS.



- Across
- 2 Acquaintances collectively.
 - 5 Aggregates of ten.
 - 10 Agree.
 - 11 Annoy.
 - 12 Unhesitating dash.
 - 14 Hospital attendant.
 - 16 Intention.
 - 18 Evade.
 - 20 Cart.
 - 22 Helps.
 - 23 Compound of oxygen with another element.
 - 24 Post.
 - 25 Spike.
 - 26 Name.
 - 27 Chaplain.
 - 28 Earth.
 - 30 Shooting star.
 - 32 Turn.
 - 33 Speck.
 - 34 Hinder.
 - 37 Youths.
 - 40 Revises for publication.
 - 41 Sun.
 - 43 Rule.
 - 45 Manufactured.
 - 46 Large house.
 - 47 Renown.
 - 48 French measure.
 - 49 One who hears.
 - 50 Fixed the time of.
 - 51 Dwarf.
 - 53 You (Old Eng.).
 - 55 Plants of the lily order.
 - 56 Deceive.
 - 57 Soldiers of engineer corps.
 - 58 Encounter.
- Down
- 1 Ornamental plant.
 - 2 Holds.
 - 3 Unemployed.
 - 4 Afternoon meal.
 - 5 Ship.
 - 6 Discharge.
 - 7 Space destitute of feathers.
 - 8 Donkey.
 - 9 Calumniate.
 - 13 One coming after.
 - 15 Elude.
 - 16 Kind of starch.
 - 17 Difference.
 - 19 Garden flower.
 - 21 Bow's missile.
 - 23 Greased.
 - 24 Abated.
 - 26 Layers.
 - 27 Flower leaf.
 - 29 Oval.
 - 30 Tooth.
 - 31 Tree.
 - 34 Stays.
 - 35 Movements of the ocean.
 - 36 Single handed.
 - 38 Long, narrow strip of wood.
 - 39 Reverenced.
 - 41 Sips.
 - 42 Injury (Legal term).
 - 44 Improves.
 - 45 Junior.
 - 47 Error.
 - 49 Obstinate animal.
 - 50 Grief.
 - 52 Knock.
 - 54 Move with haste.

Yesterday's Solution.

WANTED URGENTLY
BOYS' CLOTHING

By the Hongkong Benevolent Society
Gifts of Boys' Clothing will be gladly
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A Perfect Model.



Twelve hundred models posed, poised, pirouetted, paraded before cameras and judges throughout the United States. And when it was all over, blonde, 17-year-old Jean Drummond, above, of New York, was chosen as "the most beautiful and most perfect model in America." Now she has an offer to go in a Broadway show and a contract with a Parisian modiste.

STAR

NIGHTLY At 9.15 p.m.

R. B. SALISBURY

presents

To-night

"SO THIS IS LOVE"

Sunday

"MR. CINDERS"

Booking at Moutrie's and Star. Prices \$4, \$3, \$2, \$1.

The tenth annual gathering of the Victoria, Hongkong and South China Diocesan Association was announced to take place on June 26. The programme began with a service of Holy Communion at St. Martin-in-the-Fields, when Rev. C. I. Blanchett, of Canton, gave an address. At the reunion at Victory House, Leicester Square, the chairman was the Archdeacon of Warwick, and the speakers the Rev. N. V. Halward, M.C., Diocesan Chaplain; Miss E. S. Atkins Principal of the C.M.S. Associated Schools, Hongkong, and the Bishop of Victoria, Hongkong (the Rt. Rev. C. R. Duggan, D.D.). On June 28 Mr. and Mrs. F. B. Lyon Bowley (formerly of Hongkong) were giving an at-home to meet the Bishop of Victoria, at The Holt, Chorley Wood, Herts.

FRECKLES AND HIS FRIENDS

Look Who's Here!

By Blosser

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EIGHT INTERESTING H.M.V. RECORDS

From the Mid-May Supplement.

- B-3383 You can't kill flies by scratching them ... *Gracie Fields*
Body and Soul (Heyman-Sour-Green) ... " "
B-3342 A Night of Happiness (Film: "Song of ... *Anona Winn*
Kentucky") ... " "
My Sweetest than Sweet (Film "Sweetie") ... " "
B-3381 a-I Stood on de Bibber ... *Paul Robeson*
b-Peter, Go Ring them Bells ... " "
Go Down Moses ... " "
B-3378 A Chip of the Old Block (Squire) ... *Peter Dawson*
So I Left (Butcher) ... " "
B-3415 The Oatmeal of the Ologs ... *Gracie Fields*
A Little Love, A Little Kiss (Silent) ... " "
C-1877 Faust-Selection-Part 1 Band of H.M. Coldstream Guards
Faust ... " "
B-3421 Look for the Silver Lining (Film: "Sally") ...
If I'm Dreaming (Film: "Sally") ...
Played on the Organ of Madame Tussaud's
Cinema, by Edward O'Henry
C-1848 Land of Hope and Glory (Elgar)
Onward Christian Soldiers (Sullivan)
Eddie Ackland (Contralto) and Mixed Choir, with
Band of H.M. Coldstream Guards and Organ.

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They are made of wood and finished in
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We have them in many different
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for snapshots, Distinctive in style, and
design to harmonise with any Photograph.

Also book shaped Frames to stand on a
table or just the thing for those cherished
Photographs—can be carried in a grip or
brief case.

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For Picture Frames.

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Sales General, 3rd Floor
(Entrance)
Tel. 27779
Service, 2nd Floor,
Tel. 27778
Sales, Tyres and Accessories
25, Queen's Road.
Tel. 27579
Livery & Coach Service
Hongkong—The Hongkong
Hotel.
Tel. 27 78
Kowloon—The Peninsula Hotel
Tel. 58021
Sub-Garages
Cameron Rd. Tel. 57374
Peak Hotel. Tel. 29202.
Repulse Bay Hotel.
Tel. 27775

The Hongkong & Shanghai
Hotels, Ltd.

The Hongkong Telegraph.

SATURDAY, JULY 5 1930.

A CHALLENGE TO FREE TRADE.

The Empire Free Traders, and even Mr. Baldwin with his conditional approval of the underlying principles of the Beaverbrook policy, will no doubt make much capital out of the fact that prominent London bankers and financiers are advocating urgent measures to extend the market for British products, including the immediate concluding of reciprocal trade agreements between the nations of the British Empire. A condition of such agreements, it is suggested, should be the retention by Britain of the open market for all Empire products, and the imposition of duties on all imports from other countries. Inasmuch as the bankers have hitherto been traditional defenders of Free Trade this latest pronouncement represents a marked change of heart. No doubt the Empire Free Trade campaign, together with the sluggish state of British industry and the continued seriousness of the unemployment problem, have been factors in contributing to this development.

The policy, now urged is, of course, quite in line with that which has been given so many differing names in the past—Imperial Preference, Tariff Reform, etc.—and which is now being so insistently advocated under the title of Empire Free Trade. It is, in reality, Protection, as distinct from Britain's traditional policy of Free Trade. Both the Liberal and Labour Parties are opposed to it on economic grounds, but the Conservatives, with varying degrees of fervour, believe in it. The pros and cons of the two systems have been so often stressed, especially since the recent revival of the demand for economic unity within the Empire, that no necessity arises to go over the ground again. There is, however, one important factor to be noted, namely, the changes which have occurred in the Dominions since Imperial Preference was first advocated. In those days, the Dominions were regarded as producers of raw materials, with practically no manufacturing output at all. The fact has now to be faced, however, that all this has been changed. Whereas previously it might well be urged that the Mother Country and the Dominions could reach an agreement whereby Britain's manu-

factures might be admitted free into the Colonies and the latter raw material would have free access to the Homeland, with tariffs raised in each case against the foreigner, it is doubtful whether the Dominions to-day would welcome the free import of the products of British industry which would compete with their own output. Indeed, many Colonial statesmen have indicated that they could not endorse such a policy. There is the further point that the carrying out of this plan advocated by these bankers and financiers will of necessity raise the "Dear Food" cry, because any scheme which gives the British farmer relative freedom from competition must send up costs to the consumer.

It will be extremely interesting to watch the reactions to this latest pronouncement, which is likely to cause a great deal of controversy in political circles. The merits or demerits of Empire Free Trade apart, there can be no questioning the desirability of encouraging and developing trade between the various parts of the great British Commonwealth. The question is whether this can be attained without running contrary to popular opinion in the Old Country and to the keen desire of the Dominions to expand their industries under the shelter of tariff walls. It may be possible to evolve schemes which shall help the end in view without impinging on these considerations. But the outstanding point of the bankers' proposal is that there should be Imperial Preference without any reservations whatever. And that, we know, is contrary to the views of two of the three political Parties of the State.

The Effects of Films.

The Christian Organisations Committee of the League of Nations is giving serious consideration to the harmful effects of certain classes of cinema films and is considering the question at a recent meeting. The censorship of films is obviously a national affair and in dealing with films to be shown to native audiences it is for the local authorities to pass them or otherwise. At the same time, the film is an international problem and because of this the League of Nations is undoubtedly the proper body to consider the question in all its angles. It is difficult to see, however, which is the exact section which should be charged with the investigation. The International Cinema Institute at Rome is concerned only with purely educational films though the word "educational" is capable of a wide interpretation. The Child Welfare Committee of the League is concerned only with films in so far as they affect children. The International Labour Organisation is interested in films of an industrial character. Either an over-riding body must be set up which has the power to co-ordinate all League activities, or some other section must be found that is interested specially in the colour question. This can only be the Mandates Commission of the League. Such a plan has the further advantage that the standard of colonial administration set by the Mandates Commission tends to become that of the whole world. The League of Nations Union as a first step has decided that a request should be sent to the International Federation of League of Nations Societies, and, in the second place, to the Mandates Commission. To take up this question will enhance the League's prestige everywhere for it is a subject in which the whole world is interested.

C.M.S. LADIES ARE CAPTURED.

DETAINED BY BANDITS TO
CARE FOR SICK.

Peking, July 4.
Communist bandits have captured the Misses Nettleton and Harrison of the Church Missionary Society as they were travelling from Changan to Kienningfu, and have detained them to look after the sick. They are demanding \$100,000 ransom for their release.—Router.

DAY BY DAY.

IT IS NOT AN EASY MATTER TO SPEND MONEY WITHOUT WASTING IT; AND THE MORE MONEY YOU HAVE THE HARDER IT IS.—Ernest Kemp.

His Excellency the Governor has appointed Mr. Edwin Taylor to be Deputy Colonial Treasurer.

It is notified that the name of the South China Trade Protection Association, Limited, has been struck off the Register.

Mr. Li Kwai's tender for Kowloon Quarr Lot No. 3 at the annual rental of \$1,600 has been accepted by the Government.

The Government has accepted the tender of Messrs. Lai To Construction Co., amounting to \$36,777.25, for the Aberdeen Valley Scheme—Elliot Filters.

The Government is inviting tenders for a new market at Saiyungpun. The work will consist of site formation for, and the erection of, a brick and concrete building.

The Government is inviting tenders for the construction of centre piers and decking on Bowrington Canal and the erection of a public trough closet and urinal thereon.

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held Monday, 14th inst. at 10 o'clock in the forenoon.

There has been added to the list of medical practitioners the name of Miss Leung Chum Ha, 11, Seymour Terrace, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

It is notified that at the expiration of three months the Kin Lee Motor Lighter Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

His Excellency the Governor has appointed the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., J.P., to act as Chairman of the Licensing Board, during the absence on leave of the Hon. Mr. W. T. Southern, C.M.G., J.P.

The Treaty of Commerce and Navigation concluded between United Kingdom and Guatemala on the 22nd day of February, 1928, has been extended to the Colony of Hongkong. A copy of the Treaty can be seen on application at the Colonial Secretary's Office.

The following forthcoming weddings are announced. Mr. Paul Roger Kahn, No. 4, Banoo Buildings, Kowloon, to Miss Alice Julien, of the same address. Mr. George Edward Kerr, c/o Messrs. Butterfield and Swire, Hongkong, to Miss Elizabeth Philip Langley, No. 27, Connecticut Avenue, Greenwich, Connecticut, U.S.A.

EXCHANGE RATES.

	London, July 4.
Paris	123.67
Geneva	25.065
Berlin	20.405
Oslo	13.16
Helsingfors	193.4
Athens	376
Buenos Aires	40.8/18
Hongkong	1/8
New York	4.874
Amsterdam	12.094
Stockholm	18.10
Vienna	34.465
Madrid	41.70
Bucharest	818
Bombay	1/5 13/16
Yokohama	2/0 13/32
Brussels	32.818
Milan	18.16
Copenhagen	164
Prague	108.25
Lisbon	5.11/32
Rio	1/5 1/4
Shanghai	15 1/4
Silver (spot)	15 1/4
Silver (forward)	15 1/4

—British Wireless.

WATER LEVELS.

ON WEST, NORTH AND
EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	July 3.	July 4.
Shuihung	12.8	—
Taiyunguen	7.4	6.8
Samshui	7.3	6.4
Shedlung	1.0	0.6

The highest levels on record are:—Shuihung, 41 feet; Taiyunguen, 29.2 feet; Samshui, 27.3 feet; Shedlung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet; and at Shedlung minus 2.7 feet.

The Return of Eunice.

By Elinor Slim.

CHAPTER XV.—Eunice Comes to Hongkong.

Gloom settled upon the party and it broke up quickly. An added incentive to get home as soon as possible was the fact that the typhoon signals were up. It was a Saturday afternoon and on that day the Signalmen of the Chinese Maritime Customs knew by experience that they would have a job of work to do.

Regularly every week-end a typhoon was signalled, and on this occasion it was reported to be approaching Chaomoy. Everyone rushed home to see that their domestics had closed and barred all the typhoon shutters. Within two hours a howling wind was blowing and the rain was turning the gutters and drains into raging torrents. Eunice had had experience of typhoons in Hongkong and knew that they were not to be trifled with.

The outhouse where Kuttie had kept his goat was the first thing to go. It had wooden walls, a galvanised iron roof and no foundations. A sudden gust just as Kuttie was closing the last door, lifted it into the air. It sailed away and was never seen again.

Eunice who had not been very well of late was badly upset and when night came on and the wind had not abated she thought it best to ask for the doctor to be called in.

The doctor was a new arrival in the port and was at first extraordinarily popular. He had a beautiful Oxford accent, and was in many respects a typical post-war product of the English public school. He was a good all round sportsman, played cricket, football and tennis well, and was not too impossible at bridge.

But he suffered from superiorly complex and did not take any trouble to hide the fact that he regarded himself as being altogether different from the common herd. When he played tennis he played only with men of his own standard, he did not like to run the risk of spoiling his game by playing with duds, and refused to play with the women in the port, none of whom happened to be particularly good.

He was a strong supporter of the Club Bar, though his chits never amounted to more than a few dollars. He understood the gentle art of making a show without paying for it. As a lounge lizard and garden party hound he was ideal, but as a doctor he was not entirely satisfactory.

Kuttie struggled through the rain and wind to the doctor's house and found him in bed. The doctor gave him some good advice and a bottle of aspirin and went back to bed.

At 5 o'clock the next morning, Eunice gave birth to a daughter. When Percy's will was read it was found that he had left all his property with the exception of a few small legacies, to his old Mission. This was rather a shock to some of his relations, but the Mission Headquarters at Home were very pleased and immediately started a recruiting campaign to provide more workers for the good cause.

Eunice's somewhat premature and unexpected contribution to the foreign population of Chaomoy upset Kuttie's plans for a visit to Hongkong, but a change was still considered advisable and after a few weeks she left for a short holiday in the Colony. The baby accompanied her, of course, and Mrs. Gherkin was delighted to see them both. The trip was without incident, that is to say, the ship neither ran aground nor met any typhoons, nor was it pirated. Eunice ate nothing, but the baby's appetite compensated for hers, and it seemed to enjoy the sea air.

Hongkong was simply thrilling. Even to walk about the street was quite exciting. There were so many foreigners and at first Eunice had the feeling that she ought to know them all. At the first opportunity she went to the Talles which she had not heard before and after getting over the shock of the 100% accent and the strangeness of the deep metallic voices of the babylike heroines she thoroughly enjoyed herself.

Fortunately she was also in time to see the last performance of one of the A.D.C. successes and her first experience of a show as one of the audience made it far more interesting than if she had been there in an official capacity, as secretary of the Wardrobe Sub-Committee, or the Lady-in-charge of the Lipsticks, or had held some other important position in the organisation. She was impartial, but not neutral and was able to take a detached view of the performance, especially as there was a pillar in front of her which detached one half of the stage from the other. She found it extraordinarily interesting al-

though there were moments when she was reminded of the Chaomoy earthquake. But she had no fear as she knew that this city hall was stoutly built upon a rock.

When the famous Midlevel Beauty Chorus (average age 34, average weight 10 stones, gross tonnage unknown) tripped merrily on to the stage, singing "We are dainty little fairies," the stage shook and the whole building rocked. Nevertheless the singing was splendid, the acting excellent, and the dresses divine (Home papers please copy).

Shopping was not so pleasant as she had expected. Prices had soared skyhigh since she was last in Hongkong and though Mrs. Gherkin knew the best places to go to there was nowhere where one could get a dollar's worth of goods for a dollar.

"It is all the fault of the Government," said Mrs. Gherkin. "They should have stabilised the dollar when I wrote to the papers and suggested it first of all."

Eunice agreed, though if the truth were to be told she had only a vague idea of what stabilising the dollar meant.

In Chaomoy people had talked about the necessity of sterilising the paper dollars that they had there, but this seemed to be something different. Still stabilised or not there was no question about dollars being necessary.

She had to have more of them and after due consideration she telegraphed to her husband:

"Not returning till Sunday send \$500. Love, Eunice."

It happened that the telegram reached Kuttie at an opportune moment. He had just had a very bad shock and was consequently in a generous mood, so Eunice got the money.

The night before the telegram reached him he had had a late night at the club, a very late night in fact. After the 8th or so Kuttie who was in the midst of a discussion in the Bar, embracing World Politics, the situation in China, the Tientsin Customs, the Hongkong Water Supply, what is wrong with Chaomoy, prohibition, and the low exchange, had entirely forgotten that there was such a pastime as eating and just carried on drinking. At midnight it was far too late for dinner so he with a few others continued to carry on. At 3 a.m. the club boy quietly slipped away and the lights gradually became dim. It was time to go home.

As Kuttie crept up the long stairway to his house he suddenly remembered that he was a married man. Kuttie had always been a diplomat. He realised in a flash that it would be unwise to

(Continued on Page 7.)

WHO WAS?

TANNHAUSER.

The tale of Tannhauser, unfolded in Wagner's opera, is the story of the conflict between the forces of pure love and base.

The knight Tannhauser was a singer attached to the court of a German baron. While wandering amongst the hills he discovered the entrance to the shining halls of Venus, and dallied with the goddess in sensuous pleasure for a whole year. Wearying of such delights, he at last escaped, and returned to Thuringia. At a Tournament of Song held in celebration of his return, he outraged the feelings of the assembled knights by a wild outburst in praise of Venus, and only the intervention of Elizabeth, the Landgrave's niece, who was in love with him saved his life.

Overcome with remorse, Tannhauser went to Rome to seek forgiveness, but the horrified Pope, on hearing this tale of trafficking with false deities, declared: "Sooner shall green leaves grow from my staff than thou shalt find forgiveness."

The disappointed man did not at first return to Thuringia, and Elizabeth sadly retired to a convent to pass her days in prayers for his soul. Denied hope of pardon, Tannhauser, once more sought out the Venusberg, but just as he was about to enter the fated portals the funeral procession of the faithful Elizabeth passed, and after it came pilgrims telling of a miraculous budding of the Papal staff.

In an ecstasy of gratitude and penitence, Tannhauser fell dead by the bier of the pure maiden whose prayers had saved his soul.

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Pictorial Supplement

July 5th, 1930.

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You ought to try it out
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THE HONGKONG HOTEL GARAGE.



Fuki Inouye,
(Higher Local Pass).



Desmond Hooper,
(First Steps Pass).



Sanae Ohto,
(Preparatory Honours).



Jean Hooper,
(First Steps Pass).



Phyllis Irene Teale,
(Preparatory Pass).



Andre Pestonji,
(First Steps Pass).



Left, Kathleen Chester (Junior Pass in the Trinity College of Music Examinations); right, Mavis Glendenning (Preparatory Pass). The remaining portraits on this page show other successful candidates.



Sumi Ishizaka,
(Senior Pass).



Top, play in progress in the 1st. Division Lawn Bowls League match in which Craignower, playing away, beat K.C.C. by 34 shots; bottom, the 2nd. Division game which the Recreio won at King's Park by defeating the Yacht Club by 11 points. (Photos: Mee Cheung).

".... But 'tis substantial happiness to eat"

ESPECIALLY WHEN TEMPTING DISHES ARE SELECTED FROM—

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In this hot weather, the problem of what to eat is solved in the most attractive manner by choosing a dainty meal from Lane, Crawford's Cold Buffet. Prepared in ideal surroundings, there is an added zest in the knowledge of the quality of the viands—the excellence of the cooking—and the efficiency of the service.

NOTED INDIAN POETESS. RIGHT HAND SUPPORTER OF GANDHI.



Sarajini Naidu and Mahatma Gandhi are pictured at the left as they paraded in defiance of the salt laws prior to Gandhi's recent arrest. At the right is a striking portrait of India's poetess made during her visit to the United States last year.

New York, May 16. Thousands of Americans last year had the opportunity to hear Sarajini Naidu, the Indian poetess and orator.

In public last year she spoke from end to end of the United States and Canada, reading her poetry in one of the most surpassingly sweet and resonant voices of our time, lecturing on the ancient high estate of Indian woman and their present day awakening, making friends for herself and her native land and defending her country.

A Brahmin woman, one of the few to have married out of her caste, herself educated in England and the mother of two daughters, graduates of Oxford, she had an astonishing command of the English language. Words rolled from her in the manner of the great Victorian parliamentary orators who in turn had learned the lessons of Cicero and Demosthenes.

A Difference in Oratory.

But no one who heard her in America can completely judge her eloquence. Here she was careful to avoid in public all reference to the completely revolutionary character of the Indian nationalist movement. She spoke in social and historical terms, not in the fiery language of political slogan turned by a great poet.

Those who heard her five years ago at Cawnpore, when she was elected president of the Indian National Congress, under the tent of handwoven cloth, where

15,000 delegates from all parts of India had gathered, remember her words: "How shall I kindle the flames that shall wake you men from slavery?" And again: "You men, what are you but cheap imitations of models from the occident?" The measure of her words reminded Americans of Patrick Henry.

The great crowd, with red, green and white pennants, marking the Hindu, Mohammedan and Christian sections of the delegations, was visibly moved when she introduced herself with, "I, who have rocked the cradle, I who have sung sweet lullabies."

Was Mayor of Bombay.

Always, she takes her place as an old woman, a wise and strong woman, with one of her daughters constantly in attendance. She has been Mayor of Bombay, and she refused a second term to make the trip to America last year.

She is not only a master of popular even demagogic oratory. She is famous in London for her wit and repartee. Shortly before Lord Reading became Viceroy of India, he met Madame Naidu at a fashionable dinner party and was charmed by her. "I shall hope to see you often in Delhi," he said, bending over her hand in parting; Mme. Naidu smiled. She knew that an Indian nationalist may be a distinguished poet and dinner-out in London, but must reserve all her time and loyalty and contacts for her own people when in India. "I think you will see me not all," she replied to the astonished Viceroy.

Sarajini Naidu is in many ways a complete contrast to Mahatma Gandhi. She is a more sophisticated politician with experience in reconciling diverse points of view and the conflicting power-seeking personalities around her. She has often blunted the sharp edge of revolutionary movement in her efforts to preserve a united front of sects and classes. Yet she is absolutely loyal to Mahatma Gandhi, whose purity and fanaticism are the flame of the movement. She holds that spinning of cotton by hand is a great political and spiritual gesture for the Indian people.

A Woman of Wealth.

Sarajini Naidu is wealthy. The colour and texture in her silken saris are rich and lovely, and her bangles and ear rings are beautiful specimens of the Indian jeweller's art.

She was a memorable figure in the Algonquin Hotel in New York last winter, where she made her American headquarters. But few people noticed her clothes once they had been caught by the directness and lustre in her eyes, nor after they had seen some snatch of her executive ability.

She is famous for the skill with which she can manage offices, campaign, press interviews. Of her two brothers, one is a revolutionary exile, resident in Berlin, and the other is a poet, like his sister, who has this winter been lecturing and reading before American colleges.

CHARMING STUDY OF WELL-KNOWN STAR.



Leatrice Joy is here seen as she appears in "A Most Immoral Lady," a First National picture.

FAMOUS SILENT FILMS.

Now Being Re-Made as Talkies.

Hollywood, May 20.

If you treasure memories of the good old days when silent motion pictures sat on the entertainment throne, don't shed too many tears over their passing because you may see your favourite film on the screen again before many days have passed.

All of this is just by way of saying that Hollywood's studios right now are grinding out many of the old silent pictures in talkie form and plans are under way to turn out at least a hundred more of them during the coming year.



Greta Garbo

There is considerable disagreement among the movie makers as to whether polishing up old pictures so that they will look like new is a good policy. Some say that if a film went over well once it will again. Others contend that those who didn't like certain pictures as silent films wouldn't like them any better because of dialogue and those who did like them would be disappointed in their rebirth.

But with all this controversy, new films are being made out of old stories just the same. So far there has been no organized procedure in remaking these pictures. In some instances the titles have been retained and the stories changed. In others the stories have been followed pretty closely but new titles have been given the pictures. And in still others both story and title are retained for the new version. However, in practically every case new characters portray the old familiar roles.

Clarence Brown, who has gathered some big directorial plums in both the silent and talkie fields, is one who favours changing old stories to fit the modern trend of life. He says:

"When 'Anna Christie' was made with dialogue, some said that it fell short of the silent version made some years ago by Thomas Ince. Ince made a great picture, that is true. But were it to be presented to-day, it would evoke only laughter. The same would be true of the Doris Keane version of 'Romance,' which I now am remaking as a talkie with Greta Garbo."

Since the day Al Jolson first assured the success of audible films with his "The Jazz Singer," we have contended that some films would be greatly improved by the addition of dialogue while others were better off without it. For example, before the perfection of sound apparatus, Paul Whiteman's "The King of Jazz" would have been impossible. But can you imagine "Seventh Heaven" or a Charlie Chaplin film being improved by dialogue?

However, what some of us may think or don't think doesn't matter in the least. The fact is that old silent films now are being remade as "squawks" and a great many more of them are in line for revamping. Outstanding among these are:



Lon Chaney

"The Unholy Three," with which Lon Chaney is breaking his silence; "Moby Dick," which John Barrymore made as a silent film under the title "The Sea Beast"; "The Dove," in which Dolores Del Rio is playing the role created by Norma Talmadge; "The Sea Wolf," with Milton Sills filling the role portrayed in the silents by Hobart Bosworth and Noah Beery; "East is West," with Lupe Velez replacing Constance Talmadge; "Grumpy," in which Cyril Maude replaces Theodore Roberts; "Manslaughter," with Frederick March and Claudette Colbert filling the roles played by Thomas Meighan and Leatrice Joy respectively.

A 16-YEAR-OLD FILM STAR. APPEARED FIRST AS LITTLE BABY.

Hollywood, May 16. When is a newcomer not a newcomer? The best answer to that question which we can think of off-hand is "when her name is Joan Marsh."

Sixteen-year-old Joan, blonde and beautiful, is being given a high rating among the screen's newcomers these days. Actually, however, Joan is a veteran in this "land of promise." She made her debut in the flickering flimsy way back in the days when they did flicker. Incidentally, that was just about the time that Mary Pickford was beginning to make her curls famous.

Joan was only nine months old when she was first carried onto a movie set. Naturally she does not remember the title of the picture in which she worked. Children of that age really are dreadfully lax when it comes to remembering things. And strangely enough her first job was at the Universal studio, the executives of which recently discovered her all over again. Now she has a long-term contract there.

From her extremely young beginning, she continued playing baby and child roles until she was eight. Then her mother called a temporary halt to her screen career and put her in school. But now she is back in the racket again, although she still is perusing her "three Rs" with a private tutor on the Universal lot. She doesn't like to have that subject mentioned, though, preferring to appear more grown up. In appearance she could pass for about 19, too—and most of the time she talks that way.

Young Miss Marsh made her return to the silver screen in Paul Whiteman's "The King of Jazz." She had only a small part, but

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SHANGHAI LADY SONGSTERS.



This picture shows the Glee Club at the American School in Shanghai singing under the direction of Mrs. H. D. Robinson.



Universal officials liked her so well that they have given her an important role in "Little Accident," now in production. What's more, they are predicting a brilliant future for her. "I realize that I don't count for very much just at present, but I am going to be a big star one of these days," Joan says. "Right now I am putting in a good share of my time studying singing and dancing. The ability to do both is very necessary if one is to get along in pictures these days, and I believe they will become even more important in the future."

At least Joan is looking at things in the right way. She has confidence in herself, and yet she is a long ways from being conceited. If she can continue to hold her present mental status, she'll succeed.

All Decked Out For Going Abroad

For an ocean voyage, a woman's clothes must be so elegant that if she falls overboard, they'll miss her enough to stop the boat and go back to get her



I. anyone who wears this three-piece traveling suit of gray, lacy tweed will register well the moment she starts up the gangplank.



II. diaphanous black chiffon and white Alençon lace combine to make this intriguing tea gown for more formal affairs.



V. this blue and white striped one-piece frock will add interest to early morning deck games.

shirting in apricot, cream, brown and beige makes a gay pattern for this two-piece sports dress.

by Julia



A EUROPEAN trip this summer is one of the finest invitations to romance that you can issue. Scan your heart and be real honest about what you see there. Don't you have a sneaking feeling that those five days on board ship may hold some heart throbs for you?

If you haven't felt that way about it, you might as well change your psychology. Because it is a recognized fact that the route via the social life aboard a big boat is one of the easiest ways to travel right into the Right Men's heart!

Once you admit this and contemplate the big possibilities your foreign trip is giving you, your going-abroad wardrobe will be a ravishing assortment of costumes designed to make you a winner. Go down to the sea in chic! Aside from what you may need on the other shore, consider just what clothes you need to mark you from the first as the most attractive and appealing lady aboard ship.



III. a chic version of the black-white mode is found in this black lace evening dress and ermine-trimmed velvet cape.

In the first place, consider the costume you wear when you set foot on the gangplank. It should be so flattering and attractive that when you go into the dining salon for your first meal, the head steward will put you at the captain's table!

Then you will repair to your cabin and unpack, rest a bit and come on deck for a stroll and tea. After that, of course, you will change for a dinner dress and look so enchanting that every single dance will have to be split three ways to accommodate the numbers of college men who will crave the pleasure of a round of fox-trotting or waltzing with you.

For deck wear mornings, you will need a couple of smart sports things because, of course, you must play shuffle-board, deck tennis and other games for exercise. Besides these things, you should have a formal tea costume for Sunday evening supper, if you are aboard on Sunday, or for the cocktail hour during the week. And last but not least, there must be an utterly ravishing ensemble for the captain's farewell dinner the last night.

I am listing a minimum wardrobe. You can change your tags just as often as you wish. For of course you know subconsciously that if you aren't going so well in one costume, an entire change may set you up so perfectly that you can return and be the life of the party you left a few hours ago because you had faded out of the picture.

I. FIRST of all, let's consider the going-away outfit.

Your friends who see you off will be properly impressed and admiring if you go up the gangplank attired in a trim and softly tailored three-piece tweed traveling costume. One in three tones of gray is charming, made of novelty lacy tweed, with gored skirt, hip-length jacket that buttons from the bottom to high waistline, where a belt circles the coat, and with rolling lapels that are notched twice for luck. There is a Directoire greatcoat made of the same material to top this suit when and if you near icebergs or the ocean gets rough with the party. Or this suit may have a long cape instead of a greatcoat. It's a mere matter of your own personal taste.

To wear with this going-away suit, a little straw fabric turban matches the medium gray of the suit and has a big bow of satin ribbon under one side for trim, and crosses the turban in the back to make a loop on the other side. Stockings and gloves should match your big purse with passport pocket and room enough for all the gadgets you find indispensable. The blouse is the lightest gray of the suit.

II. ALONG about the second or third day, by all means dress up for the cocktail hour. Nothing is more effective for this than a diaphanous black chiffon gown, made with deep front and back yoke and sleeve puffs of white Alençon lace. It is such a lady dress, and worn with a little hair straw turban and black moire pumps, you will feel equal to any occasion.

III. WHEN it comes to the captain's dinner, you should look your most stunning. How about a charming, chic version of the black-white mode, consisting of an evening gown of black lace, cut peplum style, with full long skirt coming out beneath it, and a novel cowl collar of the lace atop the décolletage. Over this have a short lady-wrap of black velvet, with the edging and the flounce of white ermine. This is the kind of gown to make you tremendously appealing out on deck between dances, by the light of the silvery moon.



IV. a very deep scalloped décolletage and a petalled, long skirt are featured in this mint green crepe evening gown.

IV. FOR a dinner dress, I suggest a conservative and distinguished soft green flat crepe gown, with belted waistline and snug hips, with floor-length skirt cut in petals below the knees. This has a very deep back décolletage, with its diagonal line emphasized by scallops. By all means wear white gloves and perhaps pearls.

V. FOR early morning deck wear, you must have a couple of striped shirting frocks. They are ideal for shuffle-board and other games, and for strolling. A blue and gray striped silk shirting one-piece frock has short, puffed sleeves, a pointed collar and low skirt flounce.

A two-piece outfit in apricot, cream, brown and a narrow line of red has its skirt box pleated, its overblouse, fitted to the hips and belted and made with a self-collar, shirt style. Its sleeves are long. A white flannel beret and brown and white sports shoes are suitable accessories.

BY the time the last day has arrived, your new-made friends will date you up for dinner and Montmartre in Paris.

You may manage without quite so many clothes. Or you may want more. But no matter what you pick, see to it that you travel in a classy manner.

Unless you have enough room in your trunks to permit you to take along a large variety of frocks and coats, it is wise to avoid anything which even remotely borders on the bizarre. When clothing is worn often it becomes tiresome unless it is quietly smart. A gayly patterned dress which may make a big hit the first time it is donned may become decidedly dull before the journey ends.

Costumes from B. Altman & Co., New York.
Photographed by Fab aboard the Mauretania.

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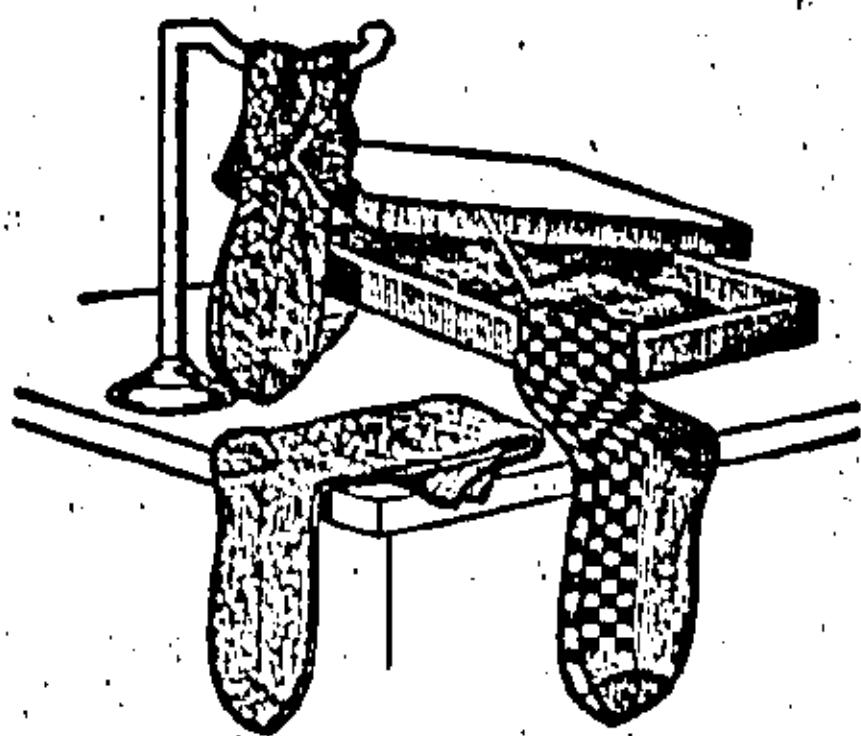
July 5th, 1930.

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Mackintosh's

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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Group taken on the occasion of the visit to the Tung Wah Hospital, on Wednesday, of His Excellency the Governor. Besides the Directors of the Hospital there are also seen the Hon. Mr. A. E. Wood, Hon. Mr. R. H. Kotewall and Hon. Dr. S. W. Tso. (Photo: A. Fong).



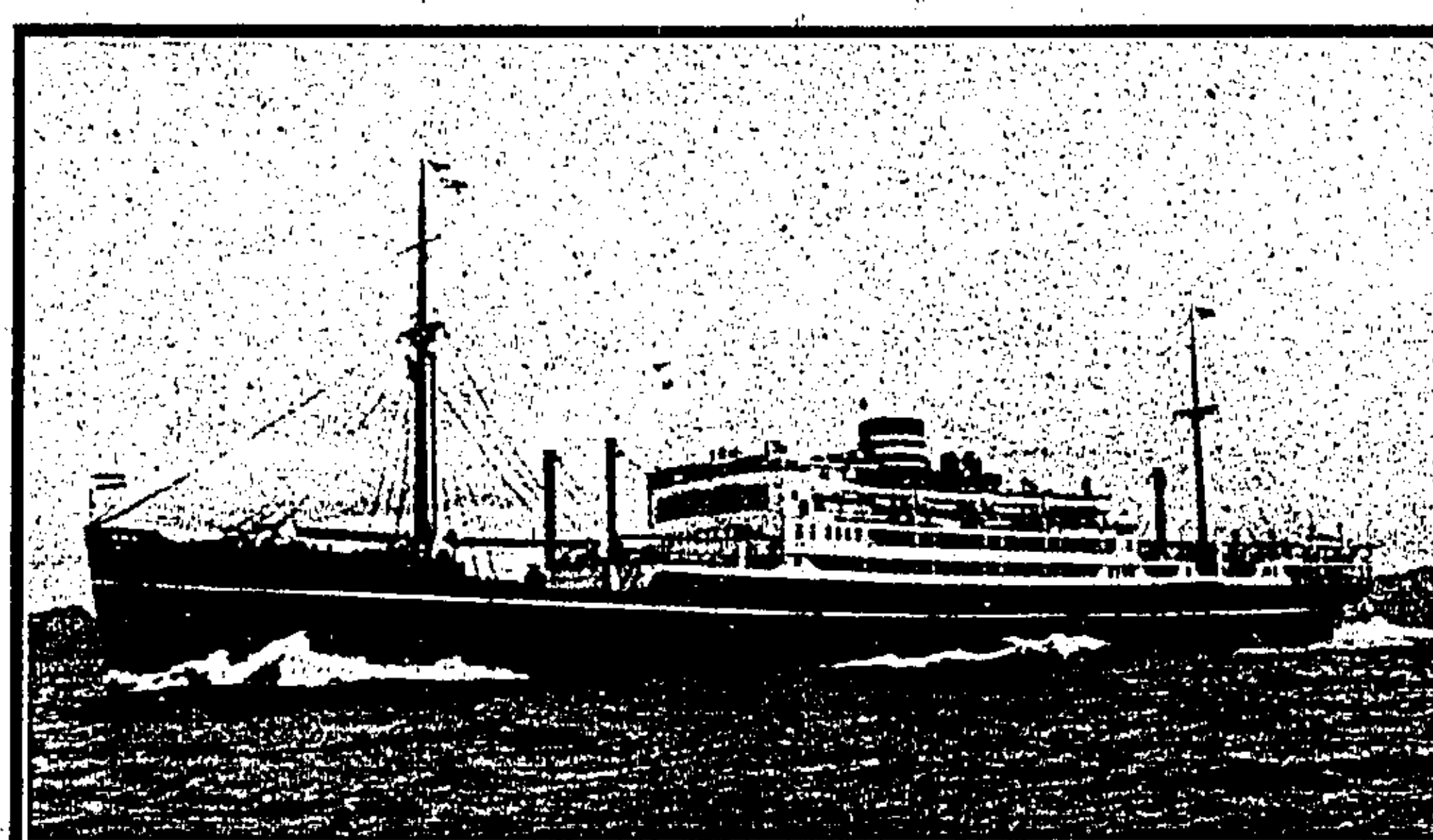
This photograph was taken at the K.C.C. ground on Saturday, when H.E. the Governor attended to see the exhibition tennis matches. His Excellency is seen second from left, with Lady Peel on his left. (Photo: Mee Cheung)



The Rumjahns defeated the visiting Japanese pair on Saturday at Kowloon. Left to right:—S. A. Rumjahn, Matsuo, H. D. Rumjahn, and Sagara. (Photo: Mee Cheung).



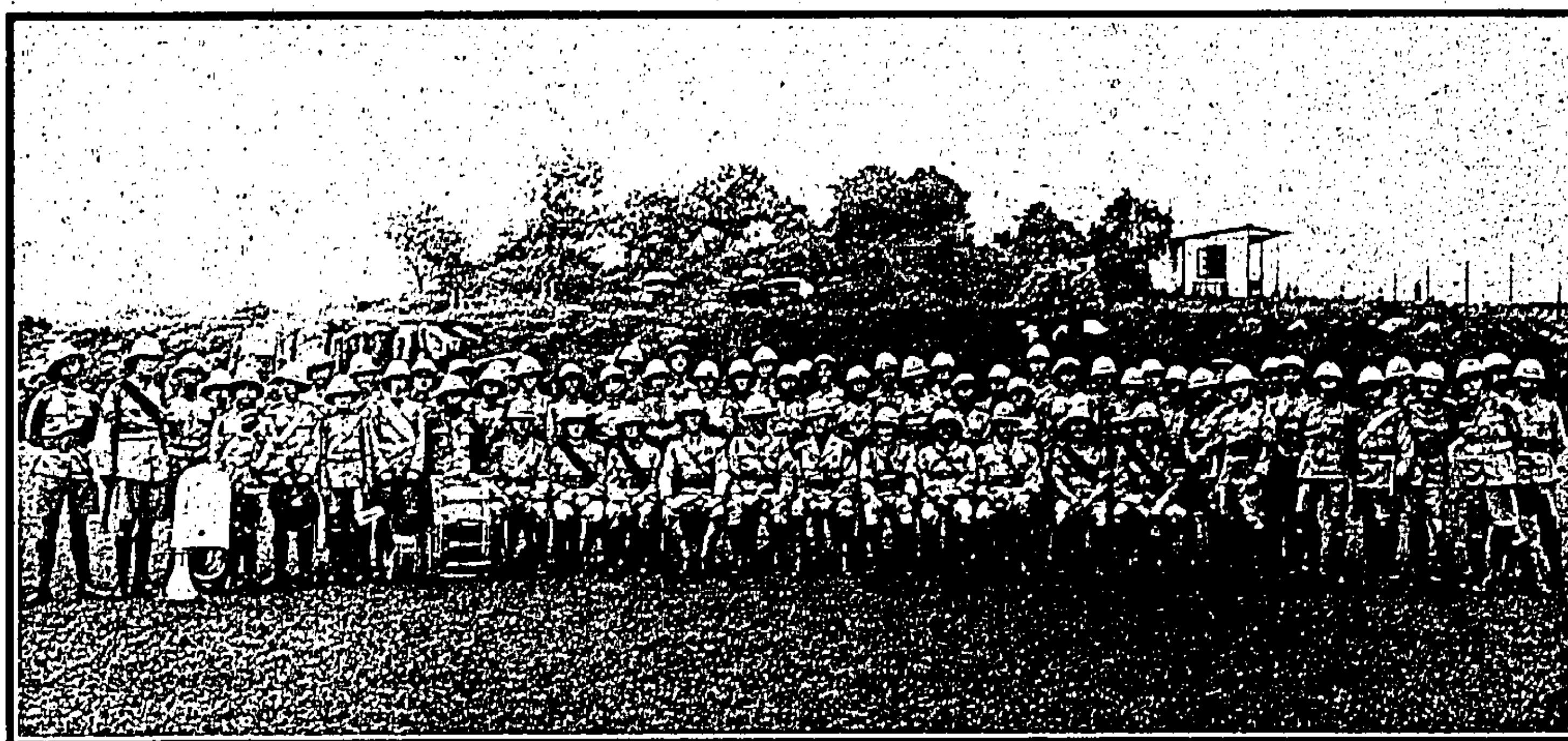
A. L. Sullivan and I. Seo, who met at Kowloon on Saturday, the former winning. (Photo: Mee Cheung).



Here is seen the Nippon Yusen Kaisha's new motor ship, Terukuni Maru, which is being put on service on the Japan-Europe run, via Suez. She is to sail from Hongkong on her maiden voyage next Saturday.



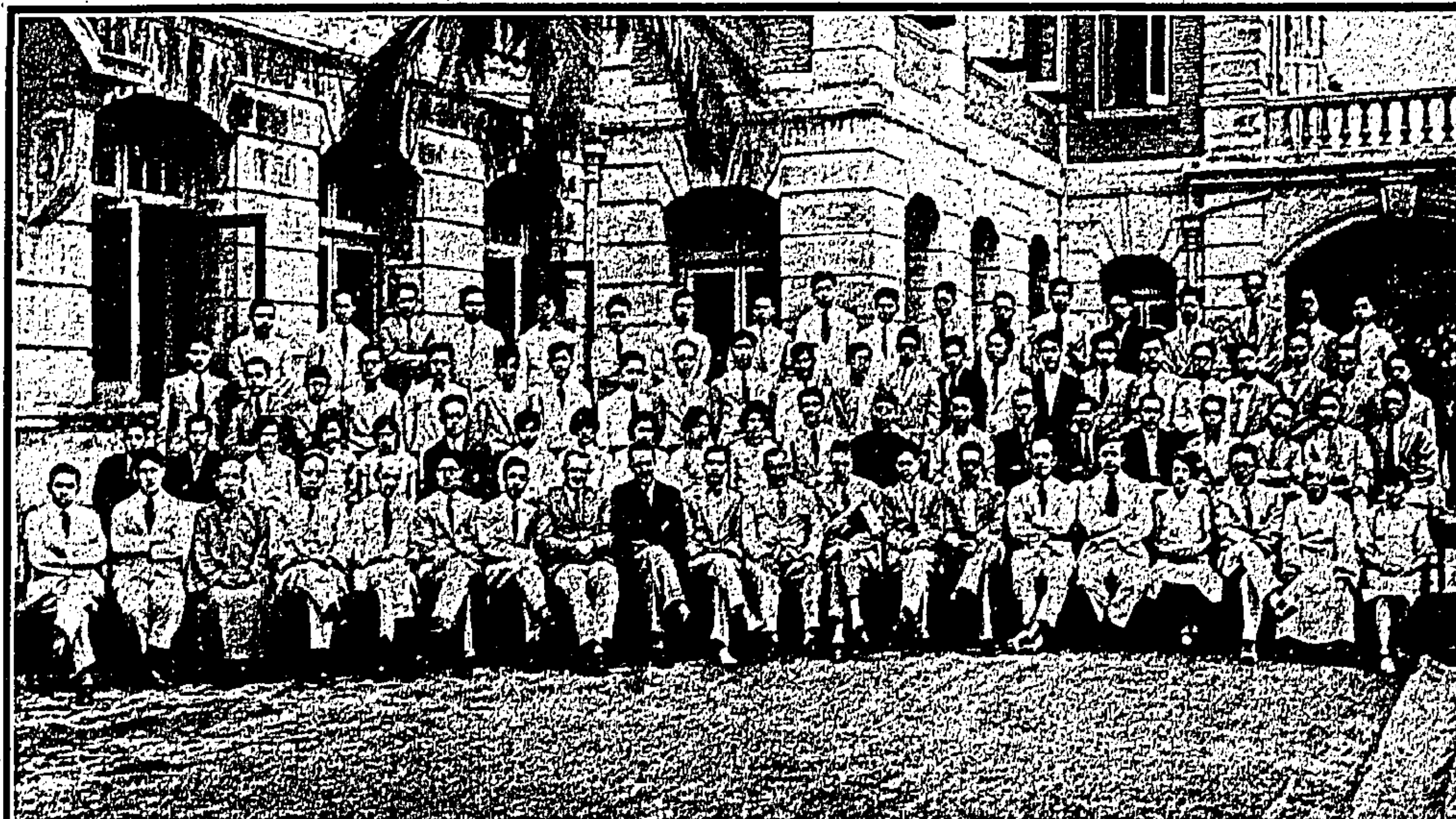
Mr. W. J. Stokes, for many years branch secretary of the Marine Engineers Guild of China, who yesterday left for Australia, thus severing 27 years' association with the Colony. (Photo: Mee Cheung).



The above photograph shows the Portuguese Company of the Hongkong Volunteer Defence Corps. It was taken at King's Park recently after the Company had attended parade at the Rosary Church, Kowloon. (Photo: Ming Yuen Studio).



His Excellency the Governor and Lady Peel arriving at the K.C.C. on Saturday. Mr. R. E. Lindsell, President of the Club, is seen on His Excellency's left. (Photo: Mee Cheung).



The above group, taken at the University of Hongkong recently, shows the officers and members of the University Arts Association. Mr. W. W. Hornell, Vice-Chancellor of the University, is seen seated in the centre of the front row. (Photo: A. Fong).

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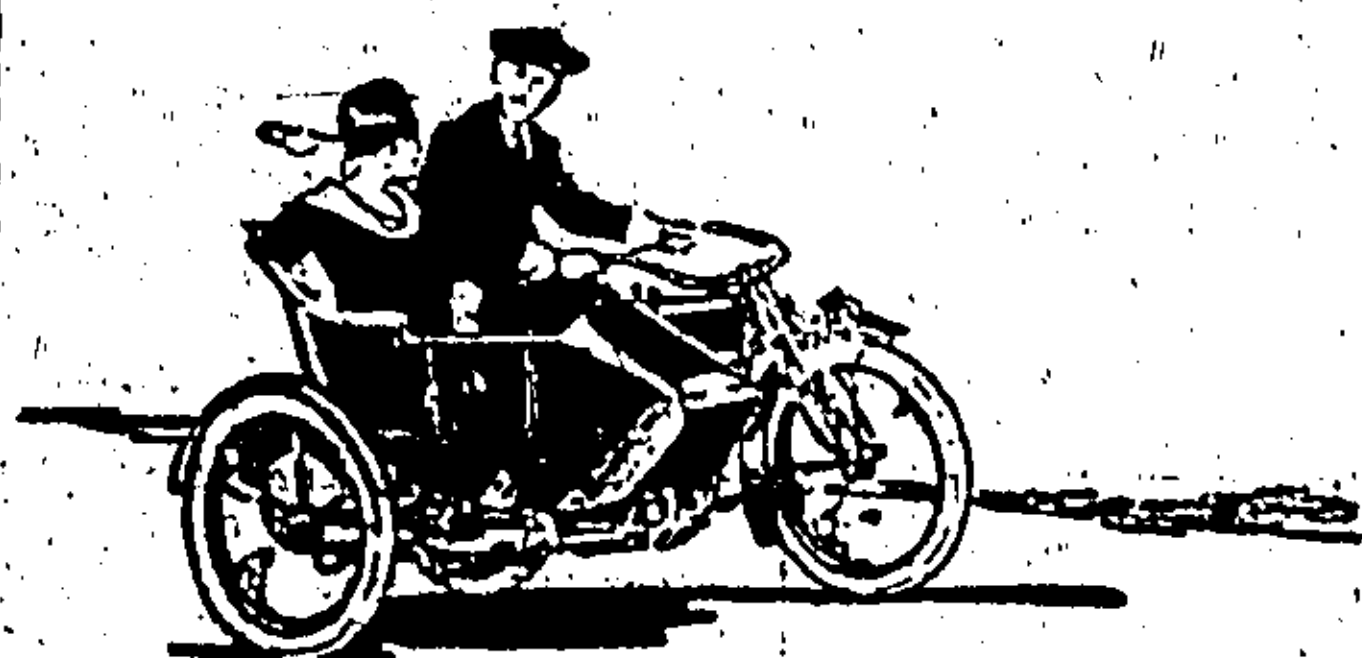
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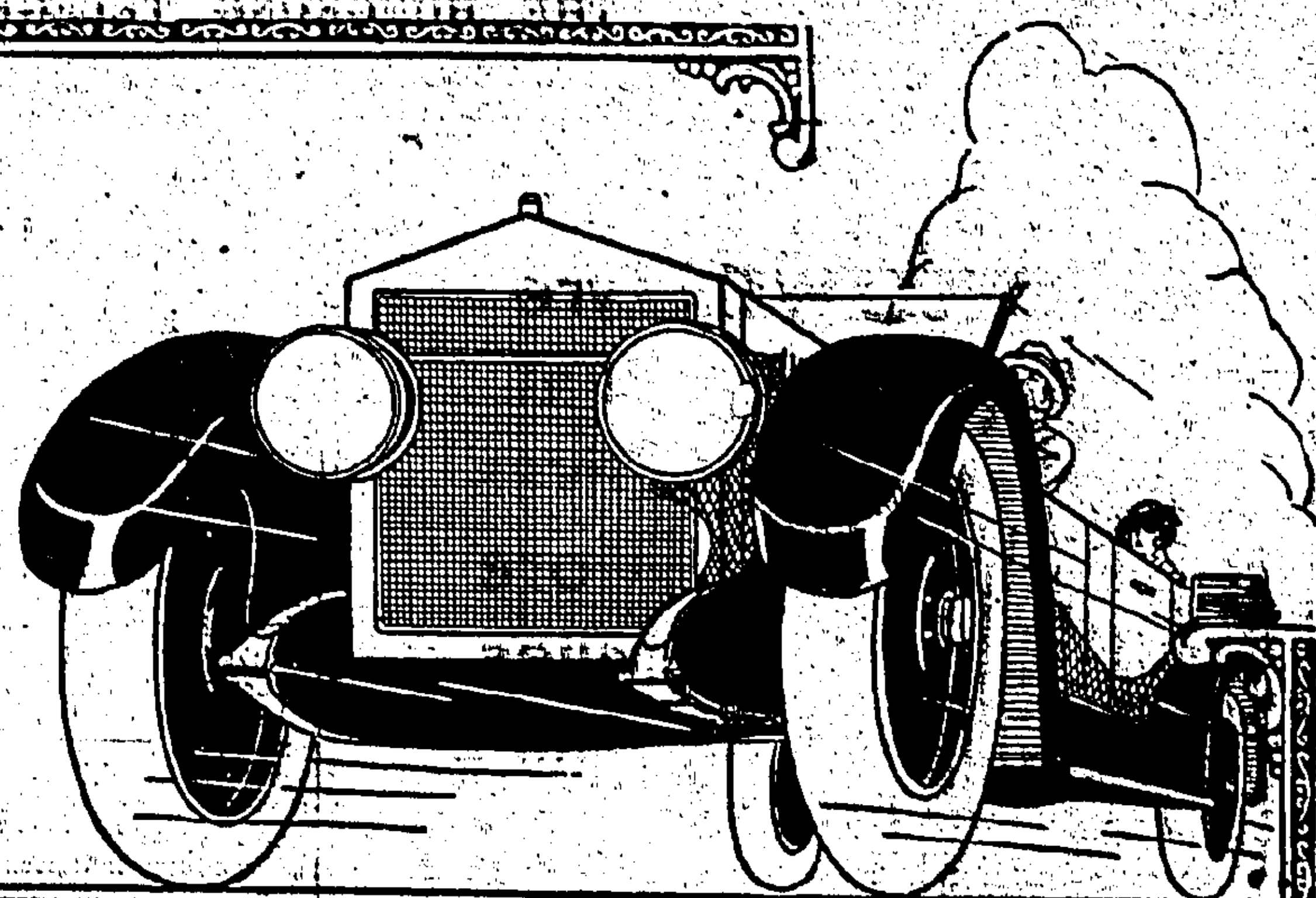
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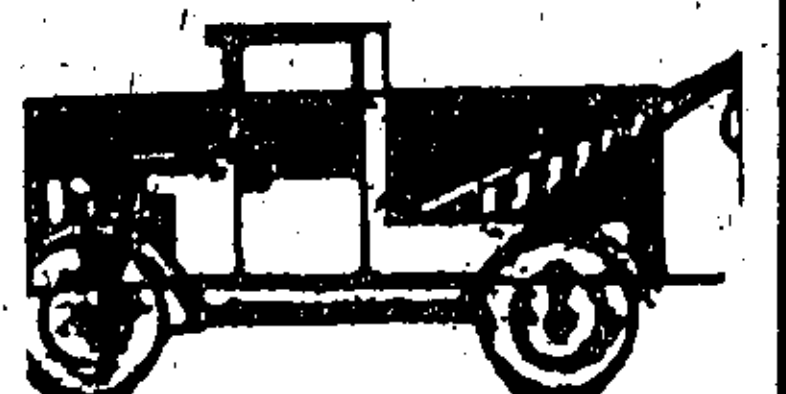
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CURRENT COMMENT

A Misleading Sign.

At the intersection of Nathan and Prince Edward Roads, the electric traffic sign is more of a source of danger than an aid to safety, for the simple reason that the green light does not operate as a through signal, but is permitted to pass traffic turning from Nathan Road into Prince Edward Road, thereby giving a right of way which makes it possible for one vehicle to turn directly in the path of another. To more clearly illustrate the point we will take the case of a bus travelling along the Nathan Road with the intention of turning round the traffic beacon into Prince Edward Road, and a vehicle travelling along the Nathan Road from the opposite direction proceeding in the direction of Kowloon. Each is given the green light indicating that the Nathan Road route is clear, but the bus turns round the beacon thus crossing the track of the other vehicle. A representative of the Telegraph has actually witnessed this happen on several occasions, and if the system is allowed to continue, a collision will occur sooner or later, raising an interesting point concerning responsibility. It should be clearly indicated that all vehicles desiring to turn round the beacon should take the centre of the roadway when nearing the beacon, thus allowing through traffic to pass on the left. Then, when the red light is showing on Nathan Road, the traffic turning out of Nathan Road should be allowed to proceed.

Motor Ambulances.

Automotive transportation has set a new standard of efficiency in various forms of public service, one of the most valuable being ambulance and first-aid systems. Few cities to-day are without a motor ambulance service, and so universal has the demand become, that many manufacturers specialise in such vehicles. It seems scarcely necessary to mention that the great value of a motor ambulance is that it can be driven rapidly to the scene of an accident in the shortest possible time. Last week's incident therefore, when over half an hour elapsed before an ambulance reached the Gloucester Building, is a matter of serious concern. It is to be presumed that the Central Fire Station is the headquarters of the ambulance service in Hongkong, and should a machine be temporarily out of commission, as appeared to be the case, arrangements should surely be made to deal with any emergency which might occur. To explain that the delay was caused through the motor ambulance having been in collision the day previously, is not at all satisfactory, and it is to be hoped that other arrangements will be made should similar circumstances occur in the future. For a city the size of Hongkong, it may well be that there are not enough of these necessary vehicles, and if such is really the case, the shortage should be made up without delay.

RULES RATIFIED.

The Czechoslovak Government has decided to ratify without reserve the International Convention on Motor Traffic of 1926. At the same time a new Czechoslovak automobile law will come into operation, and hence-forward all tour formalities and road traffic regulations will be identical with those obtaining in Western Europe.

HINTS TO DRIVERS.

[By Accelerator.]

When inspecting or filling the battery it will not do any good to wear gloves, as the acid will destroy them while it won't hurt the bare hands. Be careful not to let it drop on shoes or clothes, as it eats right through.

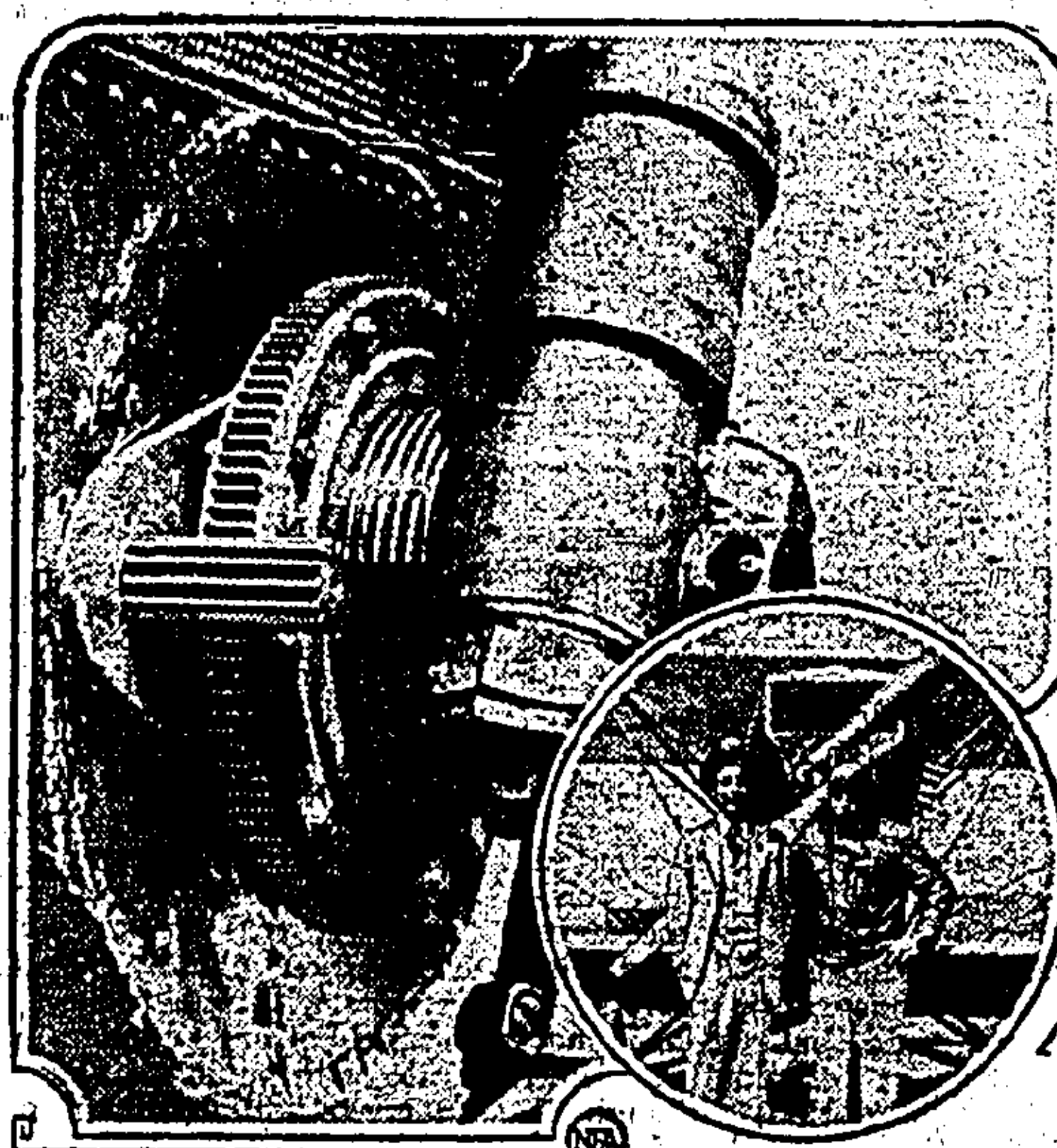
If you lose the gas tank cap, don't go around for long with a rag or piece of cork plugging up the hole, as this may prevent air from entering the tank, or, worse yet, lint or particles of cork are almost sure to fall in and clog the fuel line. A new cap doesn't cost much.

When changing a tyre, watch out that the jack doesn't slip and let the car down on you. A good way to prevent this is to put blocks fore and aft against the wheels that remain on the ground.

It doesn't save much gas, and it damages your motor, to shut off the ignition when coasting down a long hill. Unburned gas is sucked into the cylinders and cuts the oil so that its efficiency as a lubricant is impaired.

Most motorists know that dust particles on the windshield increase the glare of oncoming headlights, but sometimes they won't take the trouble to wipe off the glass, inside and out, when night approaches.

SHIFTING GEARS ON PLANE.



By means of a staggered propeller, invented by Bert Hawkins, left, and Gordon Sackett of Santa Barbara, Calif., it is now possible to "change gears" on an airplane while in flight and alter the propeller's pitch. This gear shifting is said to save motor labour by cutting its revolutions to nearly half, and to allow about one-third greater speed. A closeup of the gears of the propeller is shown above.

"LOOK BOTH WAYS."

Safety-First Campaign Wanted in Hongkong.

A well-known local motorist has suggested that we plead for the inauguration of a "Safety-First" campaign, stressing the advisability of adopting the slogan "Look Both Ways." The idea is an excellent one, and has been employed in most progressive cities where traffic is heavy. So general is the practice among Chinese of aimlessly wandering across busy thoroughfares regardless of oncoming traffic, that motorists frequently express the opinion that it would be impossible to check it, but we do not subscribe to that view. That the problem is a difficult one cannot be denied, but an intensive campaign beginning with the schools, would surely have the effect of lessening the danger. Suitable diagrams should be employed, and at all busy intersections, signs should be erected giving the injunction "Look Both Ways" in English and Chinese.

We should like to see the suggestion adopted, because in the interest of public safety, it is clearly indicated that Hongkong does need an energetic campaign to this end.

TO THE SCRAP-HEAP.

New Radiator Cap Ornaments.

ANCIENT MASCOTS.

Modern automotive art has relegated to the scrap-heap the time-worn figures of Mercury, the various goddesses of the race and chase, the eagles, swallows, geese and other birds in flight which formerly were considered an adornment for the radiator cap. Replacing the miscellaneous and often discordant single figures is a dignified, studied art treatment based on a central design or motif and followed out in appointments throughout the car. All details harmonize one with the other. There are no jarring notes.

A striking example of this new tendency of art in present-day motor cars is offered in the new Dodge Brothers Eight-in-Line.

The motif in this car was borrowed from the field of architecture. It is based on the long straight lines and shadows which give the stately, slender appearance of beauty and strength to the modern skyscraper.

Throughout the car. Appearing first on the front bumper tie-piece, this master design of line and shadow decorates the tops of the headlamps, the centre of the radiator shell, the cowl lamps, the radiator cap, the sun visor and is even carried out in the luminated belt-moulding around the body of the car.

Inside, the same design is used in the instrument panel, door handles, remote controls, switch plate and assist cord escutcheons, dome and corner lights. The pattern, of course, is varied to suit the size and shape of different appointments, but basically it's the same—a long line and shaded effect predominating. Not a haphazard, ill-advised attempt at meaningless ornamentation, it is a complete, co-ordinated art theme adhering to the key design with orderly continuity in every detail.

Art moderne as applied in the motif for the new Dodge Eight is as new as to-day's newspaper and as old as a vase of the Ming dynasty. It is a rediscovery of the value of eliminating the non-essential.

BACKFIRES!

What's the Trouble?

USEFUL HINTS.

[By Israel Klein.]

The car is running along smoothly and picks up quickly. Suddenly there is a series of backfires—especially when the engine is speeded up, or the car is climbing a hill with the accelerator down to the floor board.

What's the trouble?

The fuel system, most likely, is clogged. The line from the main tank to the vacuum tank may have some dirt or sediment in it, enough to stop the flow to the vacuum tank. The strainer at the top of the vacuum tank may be holding up the flow of fuel. The carburetor may be clogged with dirt.

The way to find the seat of such obstruction is to work backward from the carburetor to the main tank.

First, the carburetor. If the carburetor looks badly, the float needle valve doesn't seat properly, due to sediment under it. The needle valve should be turned a few times, to clear this sediment.

If the carburetor is dry, however, the trouble is in the system ahead of it.

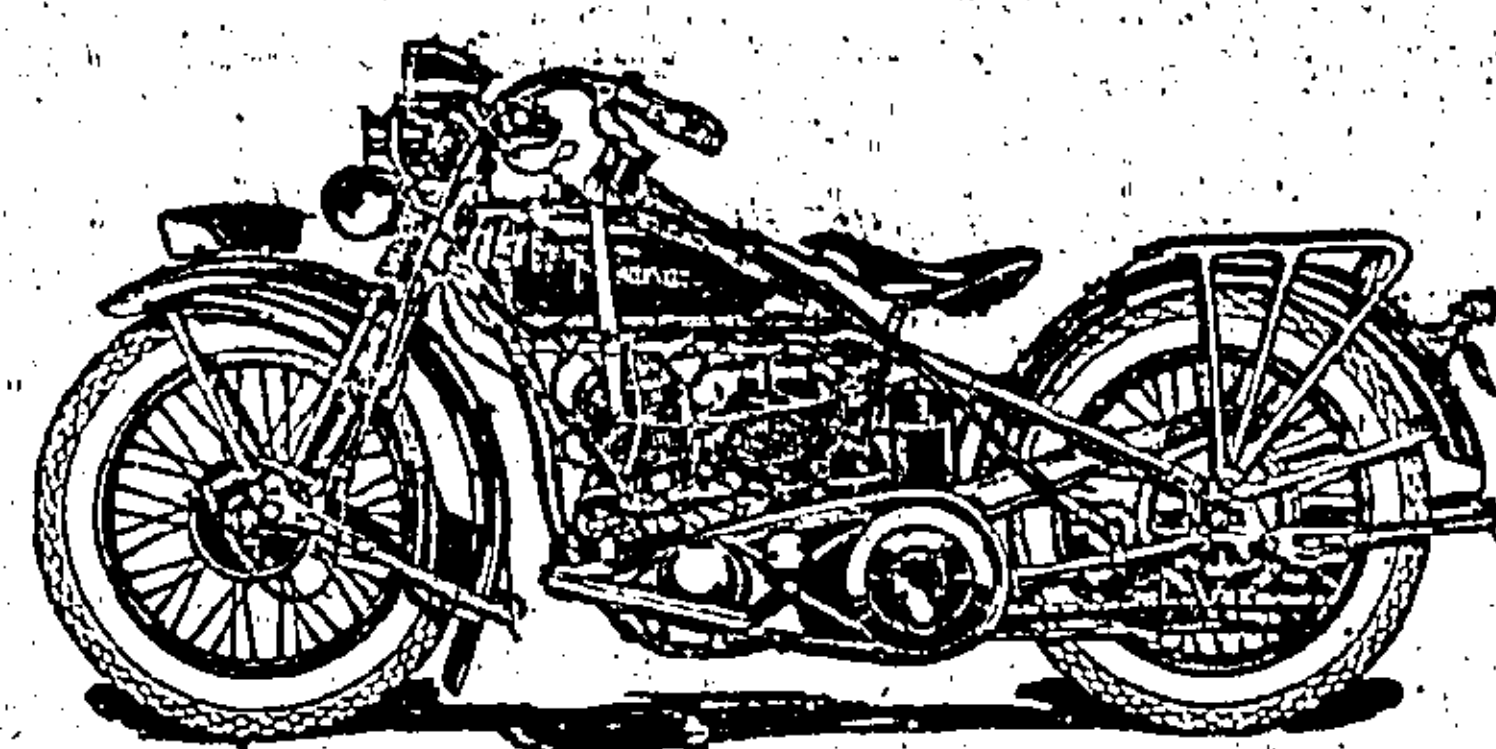
Next, the vacuum tank. Sometimes fuel is drawn direct from his tank to the inlet manifold, due to a leaky valve in the tank. This can be ascertained by releasing the connexion to the manifold and noticing whether any fuel is dripping from it. This line should be dry.

To test the vacuum tank, remove the plug at the top and pour in a small amount of gas. Start the engine and run with the throttle closed as near as possible to idling, when suction is greatest.

While the engine is running, put your finger at the plug opening and feel if there is any suction. If so, the trouble is somewhere ahead of this.

Of course, there must be gas in the main tank. If so, the vent in the cap must be open. If that's the case, the trouble most likely lies in the line between the main tank and the vacuum tank. Probably dirt lodged in a curve, stopping the flow of gas.

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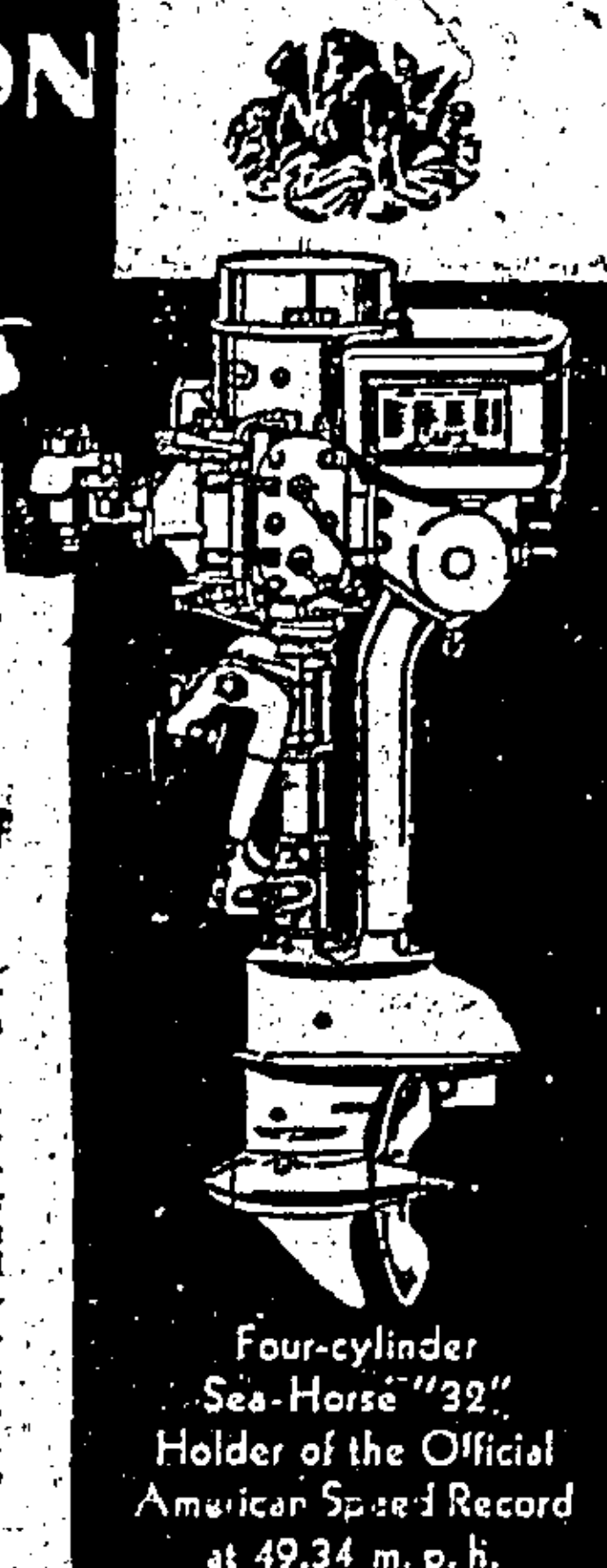
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WORKS TWO WAYS.

National Air Transport pilots are now able to talk to ground stations as they fly through recent installation of radio voice transmitters in planes. Radio communication on this line is now a two-way system.

ably dirt lodged in a curve, stopping the flow of gas.
To clear this, release the line at the top of the vacuum tank, attach the hose of a tyre pump and pump air through it a few times.

ROAD REVENUE.

According to the National Automobile Chamber of Commerce in New York, the revenue from the tax on cars, petrol and tyres in Sweden is to be used entirely for schemes connected with the improvement and maintenance of the roads in that country.

CAR VALUE HIGH.

Average value of the 255,962 new automobiles sold in California in 1929 was \$1282. The total value was over \$323,270,000.

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FUTURE OF AIR TRANSPORT.

More Safety and Greater Speed.

PROGRESS DURING FIVE YEARS.

Before the era of aviation transportation was confined to two dimensions, and limited in these, to a great extent, by natural obstructions. The world was divided by oceans and mountain ranges and its peoples were separated from each other by distances measured on roundabout paths. Centuries of isolation have caused us to judge distances by imagination rather than by miles. For people realize that the Panama Canal is more than a thousand miles closer to New York than is San Francisco. Or that the plains and forests of Venezuela are nearer to Manhattan than the ranches of New Mexico or the timberlands of Oregon.

The aeroplane has carried transportation into the third dimension and above the obstructions of the earth's surface. The air has no boundaries.

International borders become imaginary lines and every city a port of entry. Civilization has always progressed hand in hand with its facilities for transportation. As distances have been reduced in time, writes Col. Lindbergh in the *New York Times*, commerce has made nations more and more dependent upon one another for the products which go to take up a rapidly rising standard of living. Closer international relations become unavoidable as the vague distances of an old era are measured on a new scale of reality.

Radio has practically eliminated the element of time from communications and its messages travel over unprepared roadbeds. The aeroplane also travels a universal road, but it has not succeeded in eliminating time from transportation, although it is faster than any other form of human travel.

Reducing Travelling Time.

We cannot conceive of going somewhere without spending time en route. Perhaps it was just as impossible for our forefathers to imagine talking to some one on the opposite side of the world. The fact remains that as long as time is lost in travelling attempts will be made to reduce the amount that is lost. Since the aeroplane represents the greatest progress in this direction, it is interesting to study the possibilities it offers toward reducing our ratio of time to distance.

We can look back into the history of air transport in order to forecast its future. Heavier-than-air flight started with gliding.

Its only value was along scientific lines and its pursuit was unprofitable financially and extremely dangerous. Gliders were experimented with and improved until the Wrights found it possible to combine a glider with a light-weight engine and maintain flight under power.

Then began the evolution of the power plane. For years the designers' attention was devoted to finding methods of constructing planes which would not fall apart in the air and in building engines which were not subject to frequent failures. Up to the time of the war very little thought was given to making the plane for any other purpose than its ability to stay in the air. Commercial aviation in those days consisted almost entirely of exhibitions at county fairs and air meets.

The World War brought about a very rapid development in military aircraft and with it a general knowledge of construction and design which later contributed greatly to commercial aviation. Up to as late as 1925, however, commercial aviation hardly existed. There were passenger air lines operating in Europe, mostly under government subsidy, and the U.S. government had developed the transcontinental air mail to a two-business-day service across the United States. These were the outstanding examples of commercial flying five years ago.

An Awkward Flying Period.

Meanwhile the increasing aerodynamic knowledge, together with better structural design and improved power plants, reached a point where it began to be possible to build aircraft which could operate with sufficient safety and economy to be independent of outside subsidy. Then began the real development of commercial aviation. The end of the first quarter of the twentieth century marked a mutation in the history of aviation.

To-day it is probably in the most awkward period of its existence. Branches of the industry have jumped far ahead of their proper position. Others are as far behind. Growth has been so rapid that an unbalanced situation exists. For a period there was an excess of trained pilots and a shortage of planes for them to fly. A year later there was a scarcity of trained pilots. To-day there is undoubtedly a great market for a modern inexpensive aeroplane, but not enough demand for our present more expensive products to

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Studebaker Dictator.

COMPANION TO EIGHT.

With a longer wheelbase and a range of new body styles, a new Dictator Six selling at the lowest price ever placed on a Studebaker closed car is now being produced.

Double drop frame construction and the 115-inch wheelbase have made it possible for Studebaker body engineers to design a car of exceptionally graceful lines. Its low swing appearance is emphasized by sweeping mudguards hung low over the wheels, and the skilful use of body mouldings and smart new colour schemes.

In appearance the new Dictator sixes are strongly suggestive of their companion cars, the Dictator eight, and President eight and Commander models. The new Dictators, however, are marked by a new arrangement of bonnet louvres in groups of three, set off by attractive pin striping; and are distinguished by gracefully curved windscreen pillars, deep narrow radiator, big hub caps, and

create the high production which would bring down cost.

In fact, as far as commercial flying is concerned, we are now in a position very similar to that of the Wrights a few years after the flight at Kitty Hawk. Our development has hardly begun and improvements are coming so rapidly that in order to keep up we must change our equipment and methods almost as rapidly as they are established.

During the next five years we can look forward to overcoming almost completely many of the difficulties which now confront us. We will undoubtedly be moving twenty-four hours a day on our established airlines. Radio control and communication will go a long way toward permitting operating to continue safely through weather conditions which hold us on the ground to-day. Air schedules will be improved and it will be possible to reach almost any destination without using other means of transport. Passenger planes will become larger on the main lines and their cost of operation per passenger will be greatly reduced.

We can look forward to much higher speeds than we have at present. More efficient engines, reduced structural weight, and better aerodynamic design will all contribute and the possibilities of high altitude flying are as yet practically untouched.

many bright touches of chromium plate.

Excellent Interiors.

Every detail of the interior finish reflects fine car quality. Wide, deeply cushioned seats, shaped to afford riding ease, have luxurious upholstery. Rear seats in the sedans are flanked by upholstered arm rests. As in other Studebaker cars, front seats and steering wheel are adjustable to any driving position. Pedals are covered with heavy rubber pads. The steering wheel is the Husted steel cor safety type with comfortable thin grip, which will not break nor shatter. Speedometer, oil pressure gauge, ammeter, engine thermometer and hydrostatic petrol gauge are mounted in individual dull silver frames and grouped in an indirectly illuminated instrument panel. Deep pockets, protected by a convenient flap, are placed forward of the doors under the cowl.

The Dictator six engine is the quiet I-head type with fully machined combustion chambers and an advanced carburetion and manifold system. Bore and stroke are 3.8 by 4.1 inches, giving a piston displacement of 221 cubic inches and a rating of 273 horsepower. The motor actually develops 65 h.p. Components are a heavy, counter-weighted crankshaft, statically and dynamically balanced and fitted with a Lancheester vibration dampener, and 10 1/2 inch connecting rods matched in sets for balance. The camshaft is driven by adjustable silent chain and mounted in four long bearings.

Guards Against Dilution.

Lubrication is full pressure feed to main, connecting rod and camshaft bearings. Oil filter, crankcase ventilator, and thermostatic control of the cooling system, combine to reduce crankcase dilution. The carburetor, fitted with the semi-automatic choke which eliminates excess choking. A fuel pump supplies petrol to the carburetor through a filter from an 11 gallon tank in the rear. Starting and ignition are Delco-Remy, with distributor on the right side of the motor driven by an auxiliary shaft. The ignition system is protected against moisture by rubber caps on distributor and spark plug cables. All wiring is enclosed in metal conduits.

Easy clutch engagement is achieved by the use of single disc clutch with a slightly cone shaped driven member. Transmission gears are treated with a cyanide process for extreme hardness and wear. The mainshaft of the gearbox is mounted on ball bearings.

Easy Steering.

Steering is by cam and lever gear with 15 to 1 reduction ratio. The four wheel mechanical brakes

have 178 square inches of braking area and snub the car with light pedal pressure. The hand brakes operate internally on all four wheels, and the brake drum construction protects the interior of the drum and the brake bands from dirt and moisture. An important feature contributing to the handling and riding ease is the fore-shocking of the front springs. Long semi-elliptic springs provide a 90 inch spring base, with 36 inch springs in front and 54 inch springs in the rear. Hydraulic shock absorbers are standard equipment.

The complete range of body types includes a five passenger four door sedan, Regal sedan with two spare wire wheels carried in mudguard wells and a folding luggage rack in the rear, a two passenger business coupe, with leather upholstery and a compartment in the rear deck for luggage, a four passenger sport coupe with leather upholstered dickey seat, and a five passenger tourer.

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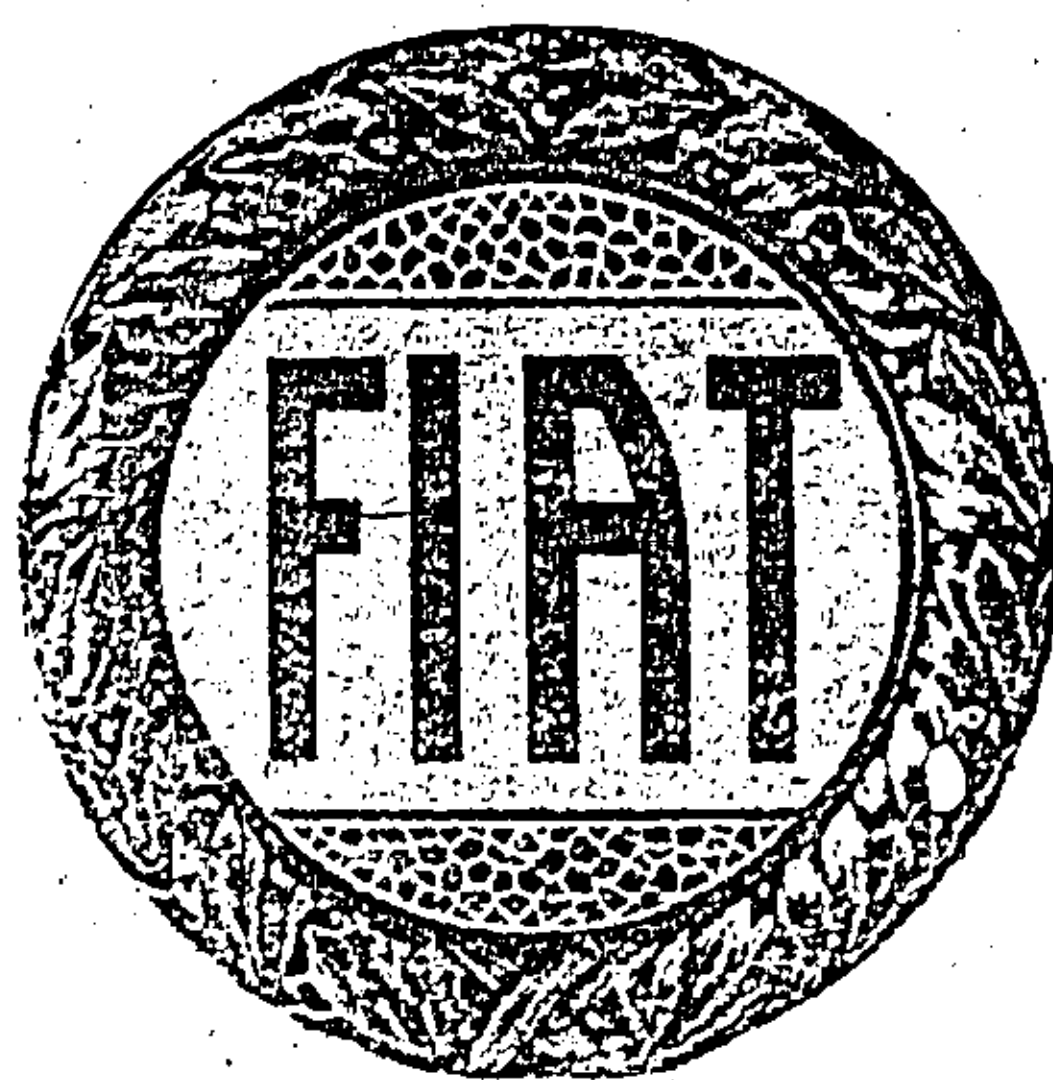
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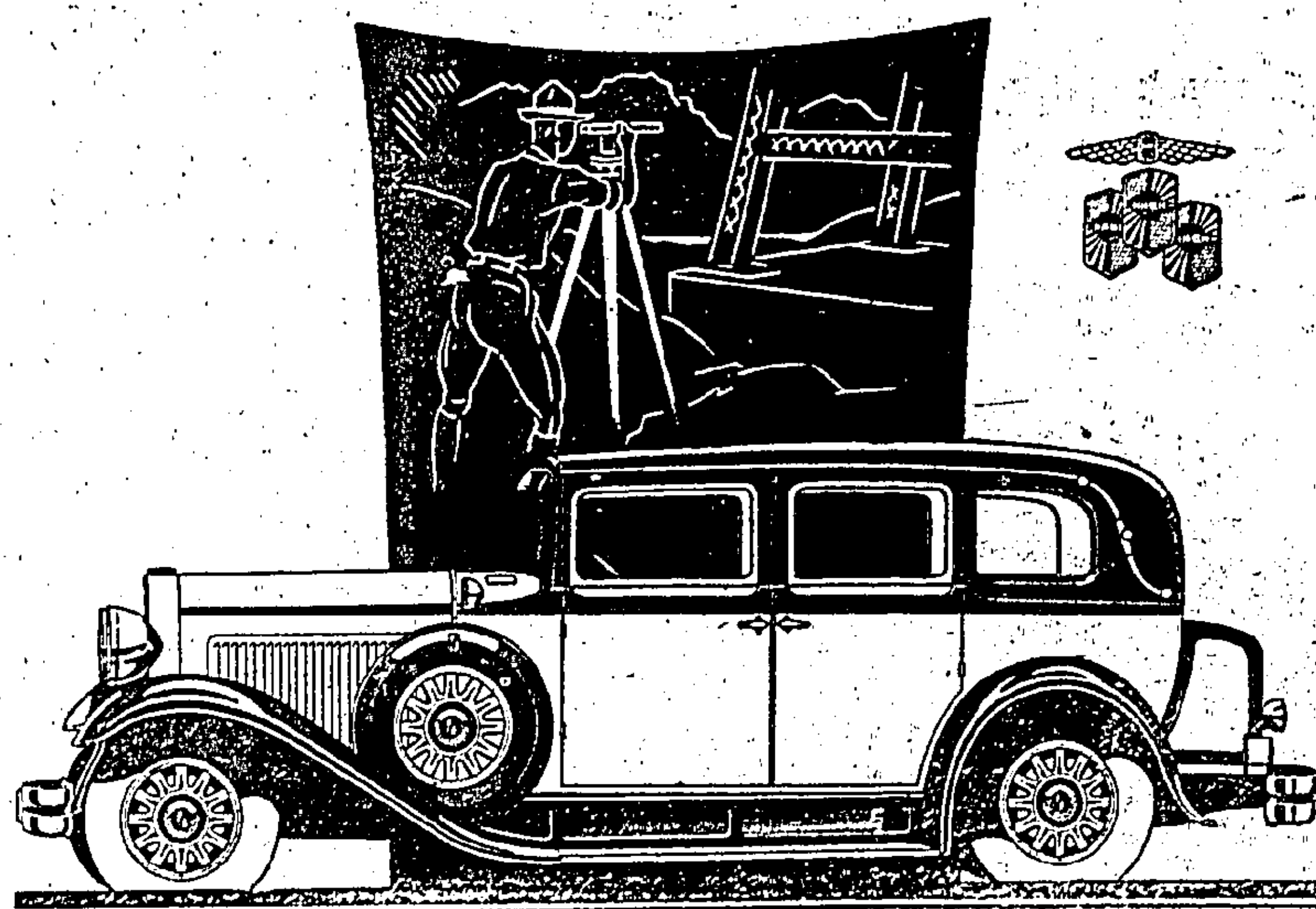
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"I DROVE one of the first cars Nash ever built. That was thirteen years ago. It was a good car then... I have learned a lot about motor cars in thirteen years, and I am driving a 1930 Nash '400' now. 'Good engineering, after all, is simply that knowledge which enables men to select the best materials and combine them with the best processes to do a given task. 'I have made a careful study of each new Nash feature as it was introduced. I have gone over every inch of the new straight-eight chassis from the twin-

ignition, valve-in-head engine to the hydraulic shock absorbers and centralized lubricating system. I have been especially impressed with the easy steering mechanism and with the positive action of the four-wheel brakes. Each improvement seems a definite step towards mechanical perfection.

"I know that Nash never adds a new feature 'just to be different'. A proven engineering principle always lies back of it.

"Personally, I don't believe there is a better designed car on the market today."

WONG SIU WOON.

21 Pottinger Street,
HONGKONG.

1930 NASH "400"

GEAR CHANGING.

Four Speeds Popular.

MECHANICAL PROGRESS.

There are definite signs that, after 30 years or more, a real advance is being made in gearing and gear changing on motor vehicles. Detail improvements have, of course, taken place from time to time during that period, but the principle which was used by Levasor over 30 years ago is applied to-day to the great majority of cars and commercial vehicles made throughout the world. I believe, however, that material development is about to take place, and on a fairly wide scale, but innovation must necessarily be slow in the early stages. Many vehicle manufacturers, both at home and abroad, are undertaking research and making tests with special forms of gearing with the object of providing a gearbox which will call for less skill in use, and some with the desirable aim of supplying the driver with a gear which is half-automatic in action. For a long time the four-speed gearbox has been advocated in *The Times*, and its wide adoption has been noticeable in England and on the Continent for the past two or three years. Its use has continued to increase, and with few exceptions, at any rate in the case of British productions, the three-speed box is now confined to the smallest and most inexpensive models. Until 18 months ago the American motor-designer scouted the idea of a fourth speed, and it is significant that to-day, in a country like the United States where motoring is merely a means of conveyance, and in no sense a pastime or a form of travel in which individual enjoyment can be derived from the machine itself, the four-speed box is being seriously taken up by motor manufacturers.

Constant Mesh Wheels.

With the four-speed box there is the greater reason for the installation of a system which gives more quietness in running and increased simplicity in management. It is a curious fact that in motor engineering progress often depends on the revival of an old idea brought up to date. This can be seen in a number of parts of the mechanism of the average car or commercial vehicle of to-day, and

and some of the modern gearing constant mesh wheels—that is gear wheels which are always in mesh while the necessary connexion is made by other means, such as dog-clutches and similar devices. Constant or permanent mesh gear wheels are almost as old as the motor itself. At the present time the most general effort which is being made to improve the gearbox is towards the provision of a quiet third speed, with an easy change between third and top and top and third. A British firm engaged in the production of high-class small and medium-powered cars adopted this method two or three years ago, and it has now been copied in principle by other manufacturers. Constant mesh helical wheels for third speed ensure a silent third, and with a fairly close ratio between third and top changes between these speeds are greatly facilitated. Another constructional plan is to use internal gears. The gearboxes have been given names such as "silent third," "twin top," and "alternative top." A further plan, to make changes easier by getting the wheels to be meshed more quickly approximated in speed, is to use small clutches in the gearbox. These arrangements undoubtedly show progress and are in the right direction, but since they are a compromise they cannot be said to solve the problem.

The New Gear Lever.

A step further is shown in a four-speed gearbox employed on a make of British car. In place of the ordinary speed lever, which of course taken up a certain amount of room, a small dial is fitted on the top of the steering wheel, in which a finger and thumb lever moves. This dial has marked on it the various gear positions, and the lever can be moved freely throughout the range from high to neutral, but clicks in any of the set positions. There is a small button on the end of the lever to act as a catch for reverse. This lever is called the pre-selection lever because by its use the gears are chosen and set in advance. Nothing happens after a selection has been made until a pedal, corresponding to the ordinary clutch pedal, is fully depressed and released. Then the ratio which has been chosen comes into use. The flywheel does not contain a clutch, but merely connects the gearbox with a jointed shaft. On first, second, third, and reverse the gears are epicyclic and worked by contracting bands, while for top there is a cone clutch. Quietness and simplicity are gained by this arrangement,

30-HOUR AIR SERVICE FOR U.S.A.

Programme Likely This Summer.

The proposed absorption of the National Air Transport by United Aircraft and Transport Corporation will result in cutting almost a full day from the time of the fastest air-rail combination now traversing the continent, according to announcement made recently by Colonel Paul Henderson, of N.A.T., and Frederick B. Rentschler, president of the United group of air transport enterprises.

Under the new plans for all air service from coast to coast, and between intermediate points on the route, no thought is to be given to competition with surface traffic, according to the organizers of the new combination of air carriers,

and since the left-hand pedal will provide an ordinary clutch action the driver is not called upon to do anything out of the normal if he wishes to pull up the car in an emergency.

Another invention, which is French but may justifiably be mentioned in this Number, since it is being tried out by three British car manufacturers, is one in which constant mesh gears are used throughout with separate magnetis plate clutches. The whole can be constructed separately or as a unit with the engine, and it runs in a bath of oil, with a forced system if desired. To change from one speed to another it is only necessary to move a small lever on the steering wheel without interrupting the acceleration, and the clutch can be disengaged with in so far as changing gear is concerned once the vehicle is in motion. Quietness, a positive mechanical drive, direct and immediate control by the driver with one movement only, a voluntary free-wheel position, and easy breaking of the engine are among the advantages claimed for this design.

Mention must also be made of free wheel devices, although at present motor-users appear to be rather shy of them, as cyclists were when the free wheel was first brought in for bicycles. Here gear changing, with a slight difference in procedure, is simplified, and noiseless changes from any one forward gear to another can be made by the novice.

and rates will be commensurate with the service rendered the public.

Beginning with the long awaited announcement that the Alleghenies, for several years the bugbear of air transport, would be regularly flown with daily loads of passengers, a new picture of the air transportation industry unfolded itself before the American traveller recently.

With the introduction into Congress of the proposed Watres bill, vesting in the Postmaster General the power to give preference in the allotment of Government air mail contracts to lines which provide the greatest convenience to the greatest number, the airline operators of the present regime took immediate stock of the transcontinental situation.

Thirty Hours Coast to Coast.

One of the first results of their conferences was the announcement that N.A.T. was willing and ready to institute a passenger service of six hours between Chicago and New York. With the announced schedule of the Chicago-San Francisco run of the Boeing Air Transport, a service of less than thirty hours from coast to coast was thus a project for the immediate future could schedules be co-ordinated.

The wide mountain ranges which divide East from Middle West and the experience gathered from four years of commercial flight brought about the decision by Colonel Henderson and his associates that night flying was impractical under present conditions over that portion of the route.

Inasmuch as the Eastern section of the Boeing route had recently been lighted and schedules outlined in accordance with connections at Chicago with night flights from New York, revision of schedules on both lines was inevitable. The Watres bill, which proposes to guarantee a normal amount of revenue for each mile of operation over a strategically profitable airline connecting important communities, provided an incentive to drastic changes in schedules.

Under the plan outlined by Colonel Henderson six hour service between New York and Chicago, with stops at Cleveland and Toledo was to be established on daily schedules. The Boeing system was to have placed into operation their daily passenger schedule of twenty hours between San Francisco and Chicago via Cheyenne on May. It is expected that the announced absorption of the Eastern mail lines will bring about a full revision of the schedules.

Mountains, a Problem.

The problem of flying the Alleghenies with passengers has been one of continuous struggle for the last few years. A tabulation of weather reports shows that ten days out of every fourteen the mountains, or parts of them, are hidden from pilots. Blind flying, without sight of the ground, is possible in modern aviation but is considered inadvisable in any but mail or express traffic.

Pilots have been reluctant to carry passengers over the route of the National Air Transport since its inception. But it has been pointed out that the safety of passengers on night flights has been one of the prime considerations which promoted the limitation of the service.

The higher of the Alleghenies is about 3,700 feet above sea level. From Bellefonte to the Ohio line the planes run along the ridges.

The fliers of the East and West coasts have been trained to operate with different techniques, according to a prominent Western operator. The Eastern flier, he said, seldom flies without view of the ground, whereas the Western flier has been taught, by virtue of the high mountain ranges and upper strata fog-banks, to reach his maximum altitude and fly by instruments and does not land except when informed by radio that sufficient ceiling is present on the landing field.

Radio Control and Beacons.

It is a common daily event during Spring and Fall months for the Eastern fliers to follow landmarks in and out the mountain passes well below the peaks, using roads, rivers and railroads as his guides. With the installation of radio control and directional beacons this practice has become unnecessary, according to the operators of the New York-Chicago line. High altitude, air line courses, they say, are now practical for passenger service.

By this sort of flying Colonel Henderson, the United group, and their associates expect to cut 278 miles from the railroad distance between New York and Chicago. They point out that, with the proposed 140-mile-an-hour cruising range of the airplanes to be installed, a great saving of time will be effected. Colonel Henderson said that the New York-Chicago passenger line would start some time in June or July and that the fare would be between \$65 and \$75 for a one-way passage.

NEW MOTOR GEARS.

Increased Silence and Efficiency.

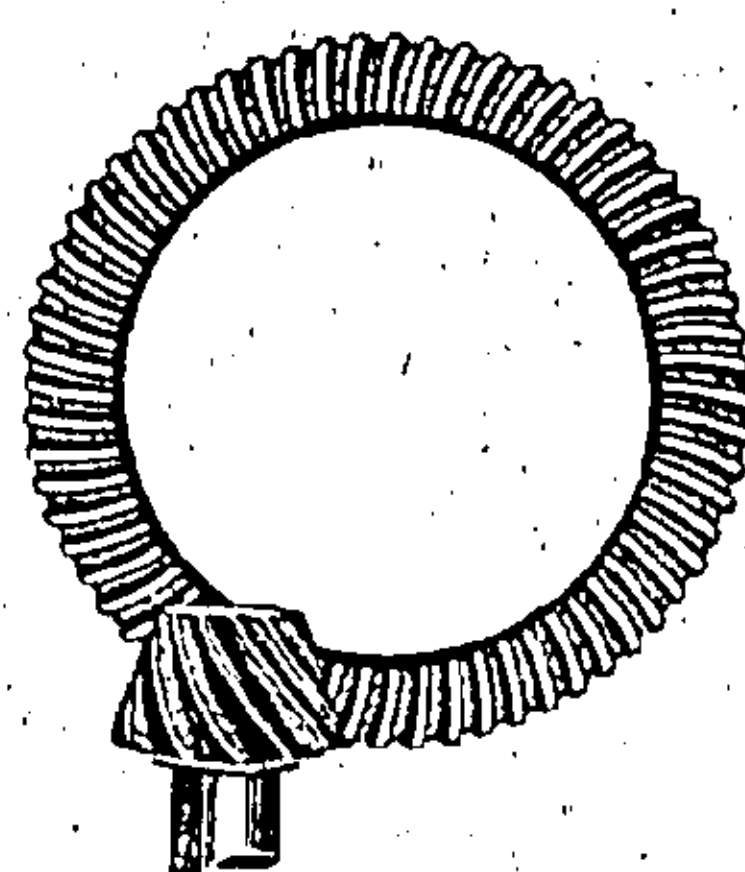
HYPOID DESIGN.

[By H. Thornton Rutter.]

Many improvements have been made in the design of the motor-car during the past few years, but few of those driving to-day realise the advantages gained by the silent gears now fitted.

Noise signifies friction and wear in every type of machine. Therefore the increased silence now given to back axles of motor vehicles has been a successful antidote to breakdowns of that component. This has added further to economy in annual maintenance, as well as keeping vehicles longer on the road without needing to be overhauled.

Recently a new design, styled the hypoid gear, has been adopted by motor manufacturers for rear-axle construction. It is used in



the present 40-50 h.p. New Phantom Rolls-Royce, which is famous for its silence in running as well as for its lasting qualities. Hypoid is really a "portmanteau" word, coined to abbreviate the highly technical term hyperboloid, which is applied to the curve of the teeth cut in the pinion and crown wheels of hypoid back-axle gears. In practice the hypoid gear is considered to have the advantages of both spiral (or helical) and worm gears from a power transmitting point of view. But advantage to the designer is more than this as the curve of the teeth, cut in such gears, allows the position of the pinion to be much below the centre of the crown wheel of the rear axle dif-

ferential and allows a lower and therefore safer centre of gravity for the carriage.

Combination of Two Types.

By reason of the off-centre position of the pinion, the same size gear and number of teeth of a hypoid design is 20 to 30 per cent. larger in diameter than a spiral bevel pinion. Hence with the same gear a smaller pinion can be used and a greater reduction can be obtained. That, however, is a technical matter, important to the designer and only useful, as far as the public is concerned, perhaps by adding to the ease of top gear running, should the automobile engineer take advantage of this reduction capacity.

It is, however, interesting to note that, while a true worm gear is noiseless, it is relatively inefficient, as its operating contact is mostly sliding. Also, a spur gear or straight bevel is not so quiet, but has about 98 per cent. efficiency. Its contacts are rolling, as against the sliding of the worm gear. The hypoid is a mixture of both. It has about 25 per cent. of the sliding action of an equivalent worm drive, added to the rolling contacts of the spur tooth. The result is increased efficiency and greater silence in running.

Universal Adoption.

Motor manufacturers in England, America, France, Germany, Italy, Sweden, and Czechoslovakia have all recently adopted this new design. Its principles have been discussed by engineers for many years, but it has only recently been produced owing to the vast improvements made in gear-cutting machines. As previously mentioned, the use of the hypoid makes possible lower chassis designs in rear-driven cars and considerably simplifies front-wheel drive. It is the trend towards the latter style in some of the latest motor productions in Europe and America that has led me to refer to this detail in motorcar design.

Safety is also being sought in every direction for their vehicles by automobile engineers. The advantage of a gear that allows the placing of the pinion below the centre of the wheel it drives is that it gives greater floor clearance, and is, therefore, of great use in public service vehicle chassis design to produce lower and safer motor-buses.

An Improved Car.

Mention of Rolls-Royce being a notable British user of this gear

reminds me that their latest 20-25 h.p. model is a vastly improved design to the first edition of this smaller car. To-day the 20-25 h.p. Rolls-Royce is an ideal car for the owner-driver. It has now a slightly larger engine, which has given it that extra power it needed. Though provided with a full-sized gear box one can always start from rest in "third" and get off the mark with a smooth yet rapid glide, so that the car reaches 50 m.p.h. in a few seconds. One changes into top gear as soon as the car gets moving. Acceleration is the factor that appeals to every owner-driver, and this quality is high in this new Rolls-Royce model. Women will like this car, as well as men, as both clutch and brake pedals are wonderfully light, and the steering could not be improved.

I had two narrow escapes in my run in this car that proved the efficiency of the four-wheel braking system, and they effectually averted an accident in both cases.

The shock-resisting springing and the riding qualities of this new Rolls-Royce further add to its smooth, silent-running comfort. The thermostat control and thermometer are on the dash board. The driver should, therefore, give a glance occasionally to this indicator of the temperature of the cooling water and adjust the front shutters of the radiator accordingly. This means of always running at the right temperature makes this car use its petrol to the utmost economical advantage.

COSTLY ACCIDENTS.

Motor vehicle accidents in the United States last year resulted in an economic loss of more than \$850,000,000, according to the National Conference on Street and Highway Safety.

SEEMS TO BE MORE.

There is one gasoline station for every 72 automobiles in the United States, according to the National Automobile Chamber of Commerce. Altogether there are 320,000 filling stations.

SECOND IN RUBBER.

Los Angeles, fast growing in importance as the leading automotive city in the west, is now ranked second to Akron in rubber production in the United States.

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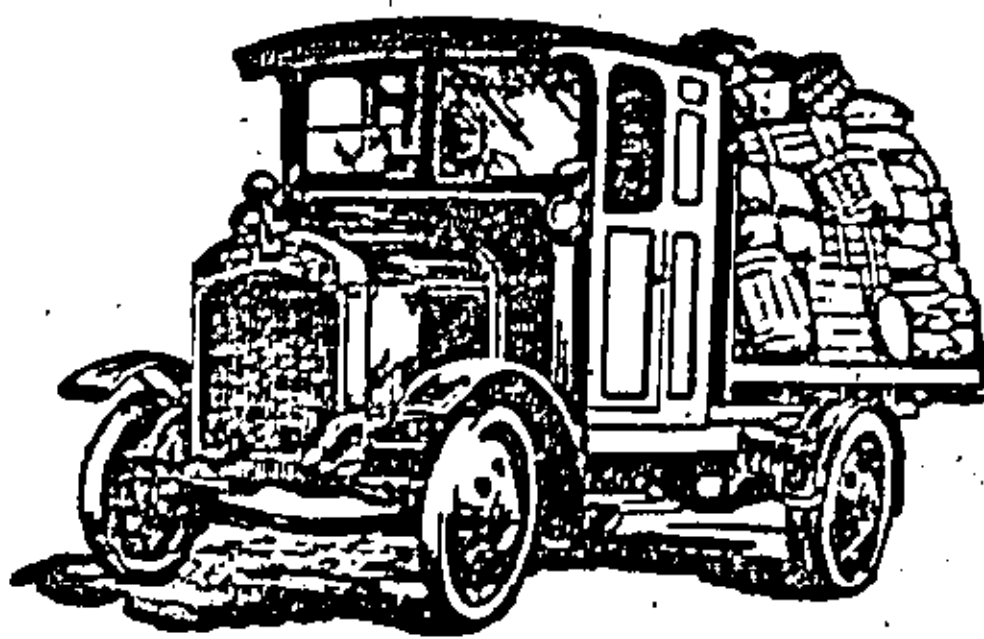
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Performance Distinction and Value...

With a larger, longer, roomier car... with even faster speed... with greater power... with quicker acceleration... in good looks... in real values... in reliability and economy...

The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed?"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. Three will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

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HOW TYRES TELL.

Reveal Driving Faults.

HELPFUL FACTS.

Automobile tyres are much like criminals. If they are misbehaving they frequently can be caught through a study of their "finger-prints," although the "criminal" is nearly always the driver and not the tyre.

A tyre's fingerprint is its track in the mud, snow or other surface over which it rolls. Because of the large size of tread details it usually is easier to study the tyre surface itself rather than the track. A tyre's most revealing evidence is tread wear. If examination of the front tyre shows the tread worn sideways across the surface of the casing while one edge of the tread pro-

jections is worn round and the opposite edge is fringed, this has been caused by the tyre's sliding sideways and is the result of wheel misalignment.

Front wheels of most automobiles are toed in, the amount depending on the type of wheel, axle and the like. That is, the measured distance between the two front wheel tyres is less in front of the axle than back of it. The difference generally is from near zero to one-eighth inch. The purpose of the toe-in is to bring the tyres parallel when the car is in motion. They normally have a tendency to move outward. If the toe-in is too little or too great, one or both of the tyres will be subjected to a dragging or sliding action which rapidly wears away the tread. This can be detected by examining the tyre surface closely. If the toe-in is too great, tread projections will be worn so that the outer edges are rounded, while the inner edges

will be feathered. If the toe-in is not sufficient or is negative, the wear is opposite, with rounded edges on the inner side. Rapid tyre wear is the principal result of wheel misalignment. A tyre can be worn out in 200 miles or less of driving if the alignment is not correct and rigid. Wheels should be realigned every three months, with normal driving. Accidents, rough roads, striking of wheels against curbs, and similar incidents will destroy alignment.

If front wheel tyres are wearing faster on one side of the tread than on the other and that wear is uneven, the camber—the angles at which the wheels are tilted—is faulty. Normally the tilt is such that the king pin points approximately to the centre of the tyre when the latter is inflated to the correct pressure, although the tendency among manufacturers recently is to use less camber. The camber should be checked if wear seems too rapid. Reversing tyres every few thousand miles offsets the effects of camber wear, and obtains maximum service from them.

An automobile is a four-fingered animal, and so there are four fingerprints to inspect. If, on comparing all four prints, it is found that one tyre is rapidly losing its ability to make tracks, brakes should be examined. One of them probably is tighter than

the others, causing the tyre on that wheel to wear too fast. It is not necessary for a tyre to slide to wear. When the brake is applied even moderately the wheel is slowed down and a resistance is set up between the tyre surface and the road. This causes little pieces of rubber to be torn from the tread. On cars having four-wheel brakes wear caused by brake drag usually is even around the circumference of the tyre.

Sometimes the driver finds that one of his tyres is wearing in one or two spots and that the wear is rapid. This indicates an egg-shaped brake drum, or one that has a high spot on it. Truing the drum in a lathe is the recommended remedy.

If an examination shows that the tyres are all wearing out more rapidly than should be expected the criminal is usually the driver. If an owner analyzes his driving he may discover that he likes to be the first to get under way when the traffic light signals "go," that he takes turns at a fast rate of speed, races along straight stretches and stops at the last possible moment. All these things cause tyres to wear out quickly, but there are several others equally bad. They include high temperatures, driving on gravel, crushed stone, slag, broken hard surface road or hilly and stony dirt roads. While some of this wear is to be expected, much can be avoided by careful driving.



The Government of South Australia, finding that the term "motor taxation" is not popular, has decided in future to discard it in favour of motor registration fee.

After a loss of \$14,000,000 in 1928, the Ford Motor Company has made a profit of approximately \$16,000,000 in 1929. Something like a "come back."

The results of the first two months of 1930 tend to confirm the estimate that this year's production of motor vehicles will decline 25 per cent. compared with the record output of 1929.

A motor dealer has had to pay \$5 for the somewhat unusual offence of altering a registration book so as to make the machine "younger" than it really was.

The "Methodist Recorder" is the latest to fall to the lure of those imaginary Japanese rules of the road which were published in 1918. This time they "have been prepared by the Tokyo police with commendable thoughtfulness."

A prize of \$100 was offered by Sir Robert Hadfield in his address to the shareholders of Hadfield's, Ltd., the Sheffield steel and engineering firm, for the production of a British car head lamp of efficiency equal to or greater than that of the best foreign make.

Interesting facts concerning the number of cars registered in Spain during January, 1930, are to hand. The Ford would appear to have been the most popular vehicle, 335 cars of this make having been registered during the period in question, while the Chevrolet occupied second place with 175, Citroen third with 173, and Fiat fourth with 140. The highest figure for an English car was in the case of the Austin, with 13.

Even the months of 7 h.p. car owners must water at the extraordinary story of petrol consumption told in the "Motor Cycle." In a fuel consumption test organized by the Natal M.C.C. from Durban to Maritzburg and back, D. Donaldson, riding a 300 c.c. J.A.P.-engine O.K. Supreme, is stated to have used petrol at the rate of 367 miles to the gallon, \$64.685.

MARTHA'S LUCK.

Claimed in Time.

MARRIAGE STOPS DAMAGES.

Because there is no legal tie between fiances unless a breach of promise action looms, Martha Ashton, of London, was able to sue successfully her fiancé for £1350 damages as compensation for loss of an eye by an accident in his car. Martha acted just in time, or the accident happened at a propitious moment for her, because if she had lost the eye after marriage she could not have brought the action. As compensation, it might be said that she would have her husband safely tied, then.

That, apparently, is the legal view of the matrimonial situation, for a disfigurement before marriage might ruin the lady's chances of becoming a wife. Had the positions been reversed, the man could have sued Martha before marriage, but not after.

Probably, an insurance company paid the bill, so that the young man obtained a disfigured wife plus £1350, instead of an unblemished helpmate without a dowry.

In law, marriage seems to be a stronger tie than blood. Husbands and wives can claim domestic immunity from each other from actions for damages caused by motor accidents, but parents may sue their children and children may sue their parents. Grandparents and grandchildren also, are at liberty to engage in such legal quarrels.

Husband and wife are regarded by the law as being one person, and a person cannot sue himself. Children are individuals who are not bound by any such tie. They cannot injure their parents nor each other with impunity to the insurance companies, but if an irate husband empties a back-seat driving wife from his car by running it into a post, insurance assessors do not need to worry about the bill for personal damages.

This figure is said to beat the existing record for the run by no fewer than 66 m.p.g., and it is believed that never before has so great a mileage been covered by a motor cycle on a gallon of petrol.

A net profit of £201,706 2s. 6d. shows that Rolls-Royce, Ltd., did remarkably well for the fourteen months ended December 31st, 1929. It was decided to pay a dividend of 8 per cent. per annum and a bonus at the rate of 2 per cent. per annum, to transfer £105,000 to reserve funds and to carry forward £66,076; the carry-forward available from the results of the previous year amounted to £64,685.

EASY STARTING.

A Healthy Ignition.

KEEP PLUGS CLEAN.

Primarily good petrol must be used because before the engine can start there must be an easily ignitable vapour of air and petrol in the cylinders. There are many other factors. There must be sufficient suction, set up by the pistons, to draw in air-petrol vapour from the jet and carburettor. To achieve this the pistons and their rings must be a reasonably good fit in the cylinders, the exhaust valves must be properly closed, and the inlet valve stems must be a good enough fit in their guides to prevent air being drawn past them instead of through the carburettor.

Secondly, all suction must be directed to the carburettor, as any leakage has a serious effect on easy starting. If the throttle is opened wide there is not sufficient suction on the jet to draw up the petrol in the quantity necessary to provide an ignitable mixture. The engine must be rotated fast enough to create the necessary suction.

Finally, the ignition must be healthy, a good supply of current to the plugs is vital, and the plugs themselves must be reasonably clean, their gaps also adjusted to the setting laid down by the makers.

Most cars have some form of choke whereby an extra rich mixture can be made, and it is possible to overdo their use and so get such a lot of petrol vapour into the cylinders that ignition cannot take place until further air has been introduced.

It is not generally appreciated that air-petrol vapour is only ignitable over a very small range of proportions and that a petrol engine will only work over a range of 8 to 20 parts of air to one of petrol by weight.

Outside this range a start cannot be made, and that is why, if the choke or stranger has been mis-used, the engine has to be rotated for so long before it will fire again—in other words, air has to be pumped through until the mixture strength becomes correct again.

The right petrol is vital to easy starting. However perfect the mechanical conditions, the petrol must be volatile and vaporize readily at all temperatures.

TAX FIGURES.

Motorists spent more than \$930,000,000 for motor vehicle taxes during 1929, according to the National Automobile Chamber of Commerce.

IN THE RECENT
Scottish Six Days Trial
B. S. A.
SWEPT THE BOARD
in
SIDECAR CLASSES
winning
Both Special Awards.

The only two sidecars to win Silver cups and to complete the course without losing a single mark.

COME AND SEE A NEW B.S.A.
COMBINATION ON SHOW.

THE SINCERE Co., Ltd.,
SOLE AGENTS.

NATURALIZING THE CHEVROLET.

The Position of General Motors, Ltd., in Britain.

Few of the thousands of overseas visitors who visit Britain are able to bring their cars with them. Ardent motorists at home, they would naturally prefer a motoring holiday, but, rather than face the expense and inconvenience of either hiring a car or of buying and selling one, many prefer to remain without one altogether.

Hiring a car generally costs much too much for the man of average means. Furthermore, he has either to suffer the company of a chauffeur wherever he goes or else be content with a car which has been handled by any

and every sort of driver. On the other hand, if he buys a car without previously making arrangements for selling it again he will almost certainly waste precious time in efforts to dispose of it, which he will probably only succeed in doing at a heavy loss.

It is to help such temporary motorists that several of the bigger distributors have evolved guaranteed repurchase schemes whereby those who want a car for, say, three or six months can buy one on the definite understanding that it will be taken off their hands at a pre-arranged figure, whilst at the same time they are fully entitled to accept a better offer elsewhere. Among such firms Rootes, Ltd., occupy a high place both on account of the facilities they offer the would-be purchaser, and also on account of the service they can provide after a sale is made.

They are in the first place the largest distributors and exporters of British cars, and can, therefore, offer a very wide range of makes and models. Secondly, their terms are extremely generous. They guarantee repurchase at 70 per cent. of the then ruling catalogue price after three months use, or 65 per cent. after six months. Such terms it would be difficult to equal, much less better, in the open market, and then probably only after protracted negotiations. Even when all charges, such as registration, insurance, licence, and so forth are included, the net weekly cost is less than that of hiring, while, of course, the buyer enjoys all the advantages of definite ownership.

Last, but by no means least, comes the all-important question of service. Between the Lakes and the South Coast of England, Rootes possess eight fully equipped service stations, while there are in addition no fewer than 200 service agencies. Agencies, too, have been established all over the Continent.

At no time is the delay involved in repairs or adjustments so galling as when one is on holiday. But not even the best regulated car can be guaranteed faultless. To reduce these delays to a minimum, therefore, it is essential that service shall always be within easy reach, and this, with their eight depots and their 200 agencies, Rootes are fully able to guarantee. Furthermore, at any of these eight depots cars will be inspected free every month so that trouble may be forestalled.

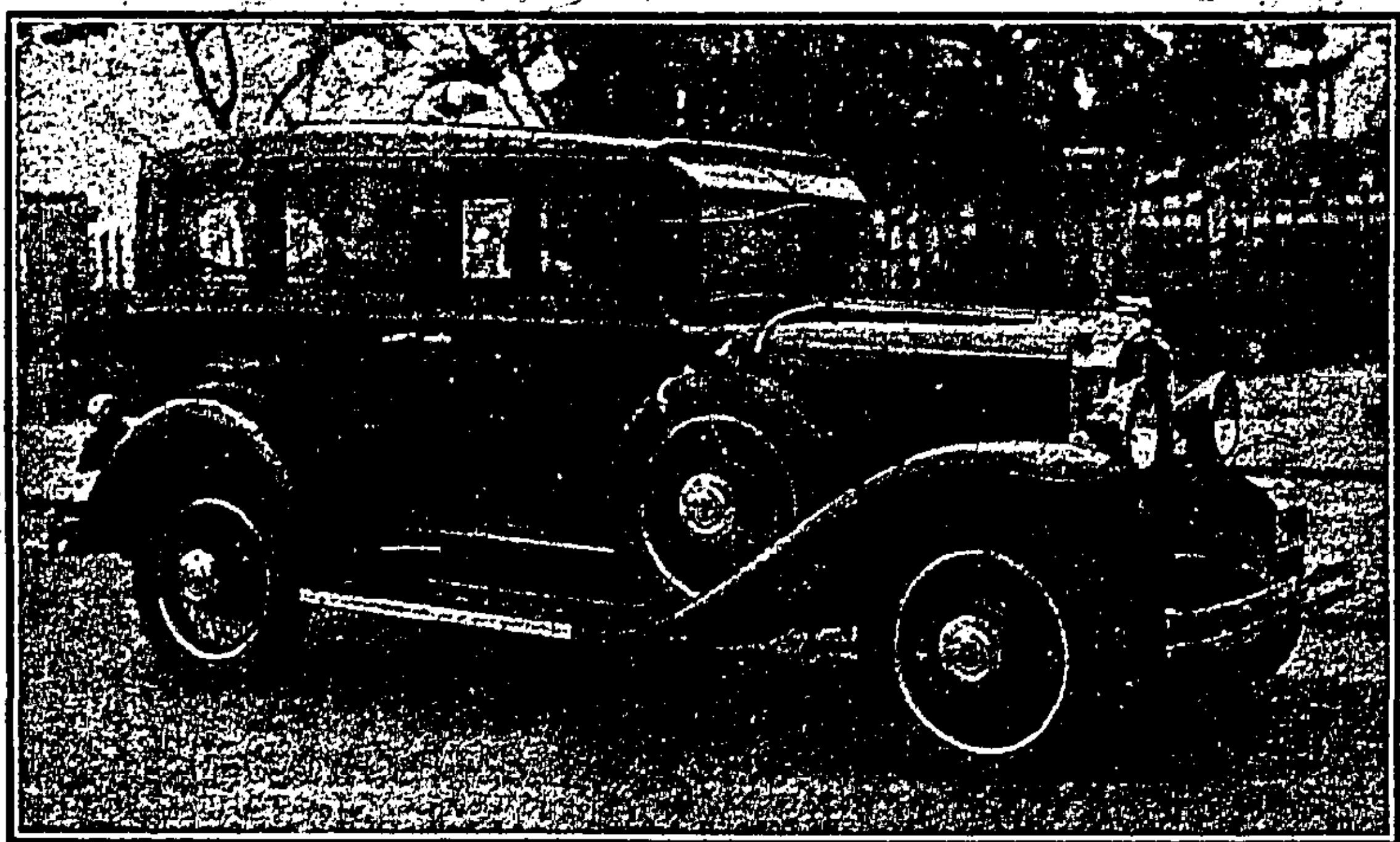
So much for touring in England. Many an owner, however, is loath to part with his car at the end of his stay. Should he decide to take it back with him, he will discover yet another reason why it is worth while dealing with a firm with world-wide ramifications, for this firm will pack, ship and deliver his car without any further trouble on his part.

ASKS SPEED LAW.

Since the 40-mile speed limit on Indiana roads was lifted, accidents on rural roads increased 60 per cent., according to R. L. Hames, chief of the state police department. He advises the setting of a 50-mile limit to cut this accident increase.

Speed Spirit Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushions. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

BIG CAR SAFETY—Non-squeak internal-expanding large-size four-wheel brakes, sturdy hardwood-and-steel bodies, full tread front and rear axles.

SMALL CAR ECONOMY—Costs one cent less per mile to operate than any other low-priced six among 996 cars of 33 different makes used by a large corporation during 1928.

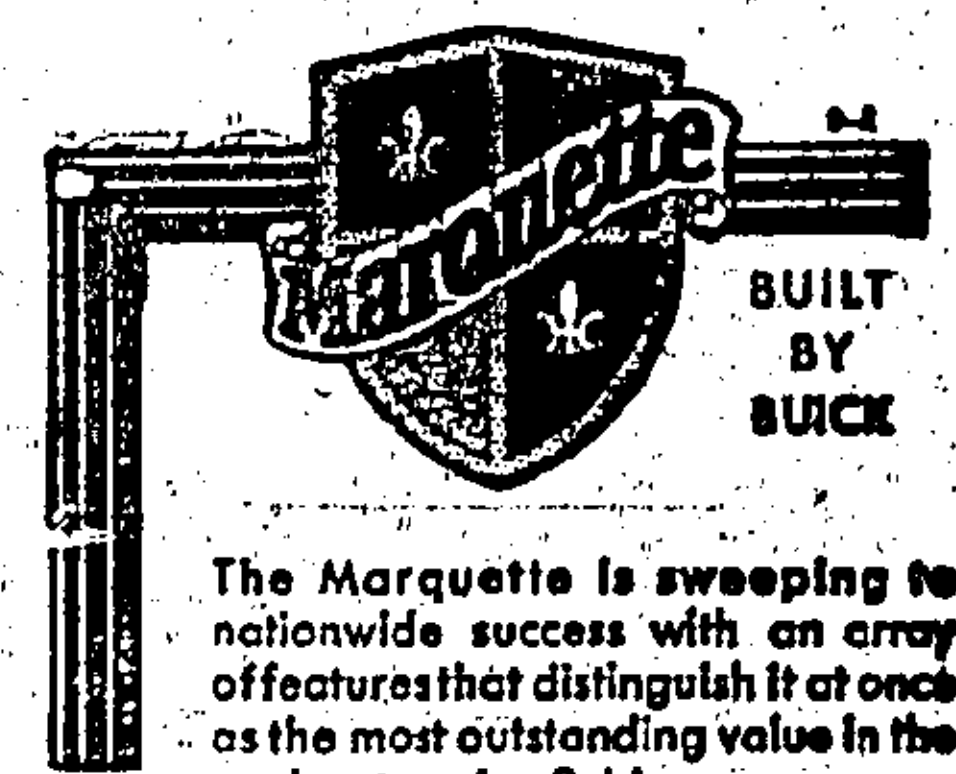
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Distinguished from all other cars in its field by these . . . outstanding superiorities

114" W. B. Marquette Models	-\$1,460 to \$1,580
118" W. B. Buick Models	-\$1,775 to \$1,910
124" W. B. Buick Models	-\$2,125 to \$2,165
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The Marquette is sweeping to nationwide success with an array of features that distinguish it at once as the most outstanding value in the moderate-price field.

BUILT BY BUICK—The Marquette alone in its class can offer the priceless advantages of Buick engineering, Buick craftsmanship and countrywide Buick service facilities.

PERFORMANCE—Brilliant pick-up—to 60 miles an hour in 31 seconds—dashing speed—68 or 70 honest miles an hour—and a wonderful fund of smooth, flexible power!

PISTON DISPLACEMENT—The marvelous power plant has a larger piston displacement (248.5 cubic inches) than any car of its price!

ECONOMY—Even with larger piston displacement, this remarkable engine operates in the normal driving range with appreciably lower fuel consumption! Tire mileage is phenomenal. Service needs are at an absolute minimum!

COMPLETION—Throughout the Marquette you will find a full complement of the finest features. Nothing but the very best has been good enough!

ROADABILITY—So perfect are its poise and balance that, at every speed, riding qualities and roadability are amazingly superior to those of many cars of much higher price!

UPHOLSTERY—The Marquette alone in the moderate-price class is upholstered with a wonderful new waterproof, dustproof, wear-proof mohair!

INSURANCE—Buick-built cars are famous for safety. The Marquette delivers many thousands of miles of brilliant, uninterrupted service over every kind of road.

EXTRA VALUE—Buick's immense resources and great facilities provide in the Marquette extra goodness in every part—extra snap and sparkle in performance—extra value, unapproached at the price!

STYLE—The Marquette is as distinguished in appearance as in performance. Its hand-crafted bodies by Fisher challenge comparison with the smartest cars on the road!

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WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM

THE SALISBURY PLAYERS.

"MR. CINDERS" AS THE LAST OFFERING.

Playgoers in the Colony are to have the opportunity of seeing still another recent London musical comedy on Sunday night, when the Salisbury Company will present, for this one night only, the famous success "Mr. Cinders."

This is the last night of this clever Company's stay in the Colony, as the next day they depart for Singapore.

"Mr. Cinders" has tuneful music, witty lyrics, excellent dancing, and, wonder of wonders, a plot that is never lost sight of for a moment.

The costumes in this show are most elaborate, and the Company have been most successful with it everywhere.

The two leads, played in London by Binnie Hale and Bobby Howes are in the very capable hands of Betty Hare and John Mills. Popular as these two artistes have been in all other shows, it is in this particular piece that they give their best chance comes, which they seize with both hands, to the enjoyment of the audience.

"When Knights Were Bold."

Mr. J. Grant Anderson, the clever humourist playing with the Salisbury Company, surpassed himself in his work at the Star Theatre last night, when he interpreted Sir Guy de Vere, leading character in the popular comedy, "When Knights Were Bold," which the Company presented for the second time to local patrons. His brilliant dialogue, clever gags, made all the more enjoyable by the introduction of local colour, and ideal stage deportment lifted his performance from the rut of everyday interpretations of comedies.

The company, augmented by local talent, gave him worthy support. Dick Barry was a distinct success as the Dean, and later as Peter the Monk, and Edgar Owen lived the part of Isaac Isaacson. Kenneth Birrell was responsible for some excellent acting and both Norren Hamilton and Aileen Raymond carried through their parts with characteristic charm, grace, and ability.

To-night the Company will present the musical comedy "So this is Love," and to-morrow (Sunday) for their last appearance before sailing for Singapore, the brilliant show "Mr. Cinders."

NICOLA SEASON.

OPENING ON MONDAY AT THE STAR.

Mystery and charm are the impressive elements when the great Nicola and his famous company introduce to theatre-goers something entirely unusual. They will see a show that is undoubtedly the finest of its kind, and which offers an amazing array of mystery and illusions, universal magic, and transformations, all guided by the master hand of Nicola.

The show is claimed to out-weigh anything seen before in baffling illusions and demonstrations that appear to defy all scientific and natural laws. Nicola is accompanied by a company of star artists and assistants, and brings with him over fifty tons of gorgeous scenery and effects, which are all used for the staging of his wonderful show, which is presented in two huge acts and ten scenes. This extraordinary master of illusion has at his finger-tips every famous trick that has ever been heard of.

The booking plans are open at Moutrie's and the Star Theatre, Kowloon, and early booking is recommended.

SHANGHAI WARDER STRIKE.

ACCUSED BOUND OVER FOR TWO YEARS.

Shanghai, July 5. Bur Singh, who appeared yesterday before Mr. Anderson at the British Court, was bound over to be of good behaviour for two years, in two sureties of \$250 each and a personal recognizance.

He was charged with inciting rascals to strike and burn the British Consulate. Our Own Correspondent.

Mr. Samuel Walton, of South Shields, who died on February 12, leaving £27,550, left to the South Shields Corporation a sum sufficient to keep his grave planted with flowers and shrubs in perpetuity. After leaving the residue of his property to his sisters for life, he directs that on their death it shall go to the Ingham Infirmary, "trusting the trustees will see that the headstone over my grave is washed and cleansed every year."

CENTURY IN EACH INNINGS.

(Continued from Page 1.)

made 144 but Pataudi carried his bat for 167. Mr. Levenson-Gower's eleven made 208 in their first knock, Bradshaw taking four wickets for 15 runs. They had to follow on and this time made 290. Hill-Wood and Peebles did the most havoc among the wickets, the former taking four for 83 and the latter four for 89. Oxford got the necessary 23 runs for victory for the loss of one wicket.

Glamorgan v. Northants.

Northants sustained a heavy defeat at the hands of Glamorgan who went in to make a total of 438 for six wickets in the first innings. They declared at this total. Turnbull having scored 160. Northants made 236 in their first knock when Mercer took four for 81. They failed again when they went in a second time, the whole team being dismissed for 142.

Cambridge v. M.C.C.

The M.C.C. made a modest 180 and Cambridge replied with 426 of which Killick scored 182, the highest score in the matches ending to-day. At their second knock the M.C.C. made 274, leaving Cambridge with 29 runs to get. They secured these without losing a wicket.

Worcester v. Lancs.

Victor Fox played a fine innings for Worcester when he made 134 out of the total of 374. Lancashire replied with 340, Iddon making 114 before he lost his wicket. Worcester had made 91 for the loss of one wicket when the match ended, Worcester gaining the decision on the first innings.

Notts. v. Hants.

High scoring characterised the match at Nottingham when Notts. made 511 for eight wickets in their first innings. They declared at this total. Whysall having made 117 and Walker 140. Lord Tennyson and Mead were seen in a good stand by Hampshire who knocked up 383 in the first innings. Mead was sent back when he had made 143 and Lord Tennyson's wicket fell when he required only three more runs for his century.

Notts. again declared in their second innings with the score at 186 for four. Whysall again did the majority of the scoring and had the distinction of scoring another century. The declaration was made when he was 101, and still unbeaten. Time, however, prevented a full decision, Hampshire making 82 for the loss of two wickets before stumps were drawn.

Surrey v. Derbyshire.

Jack Hobbs made 75 in Surrey's first innings which produced 316 runs. Derbyshire replied with 218, Jackson batting well for 91. Surrey declared at 226 for three wickets in their second innings when Sandham had made 79. Derbyshire went in to get 224 for five wickets before stumps were drawn, Jackson having made 62 and Townsend being not out with 81 to his credit.

Yorkshire v. Australians.

The Australians beat Yorkshire by ten wickets. The tourists made 302 in their first innings and made Yorkshire follow on after they had made 146. In their second knock the county team made 161, the Australians getting the necessary seven runs for victory without the loss of a wicket. Grimmett took five for 58 in Yorkshire's second innings. —*Reuter.*

To-day's Matches.

The following matches are beginning to-day:
Essex v. Glamorgan at Colchester.
Kent v. Sussex at Folkestone.
Derbyshire v. Worcester at Chesterfield.
Gloucester v. Hampshire at Gloucester.
Yorkshire v. Surrey at Sheffield.
Leicester v. Middlesex at Leicester.
Somerset v. Northants. at Bath.
Warwick v. Lancashire at Birmingham.
Notts. v. Australians at Nottingham.

A man who jumped from a motor-car snatched a bag containing £100 from Miss Irene Dorothy Hills, an assistant postmistress, in Exbridge-road, Shepherd's Bush. Miss Hills is engaged at the Post Office in Uxbridge-road, and was carrying a bank bag containing the money. She had almost reached the post office when a car drove up, with two men in it. One of them jumped out, snatched the bag, and re-entered the car, which then drove away. The car was afterwards found abandoned at The Grove, Hammersmith.

Wong Fuk-chun of the Tung Nga boarding house, was found lying unconscious in Ming Yuen Garden yesterday afternoon, and was removed to the Government Civil Hospital. A message received by the police at 6.35 p.m. stated that the man had died.

INDEPENDENCE DAY.

HOW IT WAS OBSERVED AT SHAMEEN.

Shameen, July 4. To-day was observed here as a Bank Holiday in celebration of the anniversary of American Independence. All the foreign banks and firms were closed and the foreign warships in port dressed ship in honour of the occasion, whilst the U.S.S. Helena fired a salute at noon.

From 11.30 a.m. to 12.30 p.m. Mr. Douglas Jenkins, Consul-General for the United States of America, and Doyen of the Consular Body in Canton, and Mrs. Jenkins were "At Home" at the American Consulate-General. A very distinguished gathering was present including a large number of Chinese officials and most of the members of the Consular Body. His Excellency General Chan Ming-shu, Civil Governor of Kwangtung, was present together with Mr. Lam Wen-koi, Mayor of Canton, Admiral Chan Chak, Commander-in-Chief of the Kwangtung Provincial Fleet (4th Naval Squadron), General Auyang-kue, Commissioner of Public Safety, representatives of the Military, Air Force and Naval Bureaux and many other local officials.

Mr. Jenkins, with a few well-chosen words, proposed the toast of the President of the United States of America, whilst His Excellency General Chan Ming-shu also made a brief speech.

From 12.30 p.m. the American community were "At Home" at the Canton Club to their foreign friends and there was a very large gathering present.

This afternoon the U.S.S. Helena will play an exhibition baseball match against the U.S.S. Mindanao on the Fat ground. A very keen match is anticipated. —*Our Own Correspondent.*

THE RETURN OF EUNICE.

(Continued from Page 6.)

wake up his wife and attempt to explain to her his late arrival. Far better not meet trouble half way. "Sufficient unto the night is the evil thereof," he said to himself and with a great effort he pulled himself together and crept into the bedroom on his hands and knees.

He heard nothing and came to the conclusion that his wife had not heard him. For a few minutes he hesitated. To get into bed would be fatal. Eunice would be sure to wake. There was only one thing to do, so it appeared. He could not sleep in the bed so he slept under the bed. He crept underneath and in a few moments was snoring peacefully. When he awoke it took some time to remember what had happened. "How the devil did I get here," he said to himself. For a few minutes he lay absolutely still, not daring to move. Then gradually he realised that sooner or later he had to face the music. He rolled out from beneath the bed without the faintest idea of what to say. His wife was not in bed and the bed had not been slept in.

At that moment the boy came up with morning tea. "What side Misses have got?" Kuttie asked, frightened out of his life. "Misses have got Hongkong," the boy replied. "Saved, my God, Saved!"

(To Be Continued.)

CINEMA NOTES.

"HAPPY DAYS" STARTS TO-MORROW.

No mental picture can be drawn of "Happy Days," all star, all talking Fox Movietone song romance which begins at the Queen's Theatre to-morrow. It is the most lavish picture yet to reach the screen and the cast includes such well known personages as Will Rogers, Janet Gaynor, Charles Farrell, Walter Catlett, George Jessell, William Collier, Sr., Victor McLaglen, Edmund Lowe, J. Harold Murray, El Brendel, Warner Baxter, George MacFarlane, Ann Pennington, Marjorie White, Sharon Lynn, Dixie Lee, Richard Keene, James J. Corbett and a host of other celebrities.

The story concerns a minstrel troupe that plays the locale opera houses along the Mississippi River, travelling by steamboat. Colonel Billy Batchelor, a lovable old character owns the show and when it goes on financial rocks, the colonel's old friends, now stars on Broadway, come to his aid and put on a minstrel show that rehabilitates his fortune.

Charles E. Evans, dean of American comedians, exacts the role of the colonel and the love interest centres about Marjorie White and Richard Keene. Benjamin Stollf was director-in-chief of this amazing and lavish spectacle. The credit for its staging goes to Walter Catlett, Broadway's droll jester.

"The 13th Chair."

Choice of Leila Hyams for the role of "Nellie O'Neil" completes one of the most interesting casts ever assembled at the studios for Metro-Goldwyn-Mayer's filmization of "The 13th Chair," Ted Browning's all-talking adaptation of the famous stage mystery drama, now showing at the Queen's Theatre.

Margaret Wycherly, brought from New York for the picture, plays "Rosalia La Grange," the role she created on the stage, and Bela Lugosi, famous for his delineation of the vampire hero of "Dracula" on the stage, plays the inspector of India police secret service operatives who solves the uncanny mystery.

Others in the cast include Holmes Herbert, who recently scored as "Noel" in "Madame X," Cyril Chadwick, famous for his work in "The Actress," Helene Millard, well known stage actress, Frank Leigh, screen character player, Mary Forbes, distinguished British stage actress and mother of Ralph Forbes, John Davidson, of "Rescue," and "His Children's Children's," and Joel McCrea, new M.G.M. "discovery."

Clarence Goldbert, who scored as "Lewis" in Lionel Barrymore's production, "The Green Ghosts," plays Constable Grimshaw. The new picture is an uncanny murder mystery drama with a spooky scene denouncement, written by Bayard Veiller. It is Browning's bow as a director of talking pictures, and the screen adaptation is by himself and Elliott Clawson, his scenarist in "Where East Is East," "The Road to Mandalay," and others of his directorial successes.

"The Cocoanuts."

"The Cocoanuts," the Marx Brothers' famous Broadway musical comedy hit now on the screen at the Central Theatre, is something new; something marvellously entertaining. For the first time, the method of musical comedy is brought to the screen to provide a delightful entertainment which you will laugh

(Continued on Next Column.)

The Very Idea!

The season of school-boy howlers is rapidly approaching, and those masters who take especial pride in the precocity of their pupils have already started to broadcast their choicer specimens. One of these has just come from an academy more famous for cricket than scholarship. "Wesleyans," began a five-line summary, "are a new sex founded by John Wesley. They are austere persons without the distinguishing virtues of either man or woman."

She: "Well, I'm not going to do it, so there!"

Herbert: How dare you answer me back? I can't make out what has come over you lately; you had better stop taking that nerve tonic!"

School Inspector: "And now, is there anyone who would like to ask me a question?"

Small Boy at the back: "Please sir, was Adam black or white?"

School Inspector: "And now, is there anyone who would like to answer that question?"

It pays to advertise. Even the Churches are realising this. When the old Melbourne cable-tram tracks were recently being converted into tracks for electric trams, an enterprising vicar whose church fronted the tram-line seized the opportunity to erect the following placard: "The tramways are being converted, are you? This is God's great power-station. Come in and get strength!"

The standard Englishman is a dull fellow who dislikes ideas.—Mr. J. P. Roxburgh.

In theology, as in practical politics, there is a great temptation to take a season ticket on the line of least resistance and call it statesmanship.—Dean Inge.

There is always someone younger taking his cue from you.—Admiral Sir Frederick Field.

We must all take less than our ideals for the sake of the children.—Sir Chas. Trevelyan.

In a crisis this nation is always at its best.—Sir Oswald Mosley.

The young man was sitting on the hotel verandah. Near by was a young widow, with her six-year-old son.

Presently the little fellow ran up to the young man, who patted him on the head. "What's your name?" the little boy asked.

"William Brown."

"Is you married?"

"No, I am not."

The child paused a moment, then, turning to his mother, said: "What else must I ask him, mummy?"

.....

Husband at Tottenham, summoning his wife for assault: She struck me across the face with a stick and put her fingers in my eyes. I have had a good many fights in my time, but no one has ever marked me as she did.

When a man was charged at Peckham Police Station he exclaimed: I refuse to go to Lambeth. Tower Bridge is my court.

Willenden magistrate: How long have you been married?

Wife: I have been separated for so long that I forget.

.....

and sing and talk about for weeks. If the lovers have a song in mind when they are in conversation, they sing. If the chorus feels like interrupting with one of their dance numbers they step right out. And through it all, those inimitable foibles, the famous Marx Brothers, keep banging away with their inane, ridiculous, lunatic jesting.

Grouch, Harpo, Chico and Zeppo, are superb and they register just as perfectly on camera and microphone as they ever did on the stage. Those who see "The Cocoanuts" at the Central Theatre will see the same show as those who saw "The Cocoanuts" during their year-run at \$5.50 on the Broadway stage.

"Infatuation" at the Majestic.

If you were not the average husband you would probably react in the same manner as does Sir Arthur Little, the hero of the stage play, "Caesar's Wife," which, under the title of "Infatuation," starring Corinne Griffith, is now showing at the Majestic Theatre, Kowloon. In this picture the husband does not divorce the wife upon learning that she is in love with another man. On the contrary, he informs her politely, but firmly, that he means to take no notice whatever of her extra marital affairs, and that as far as he is concerned she is still as faithful to him as she was at the moment she took her nuptial vows. Frankly speaking, he is too busy with matters of great importance to be seriously troubled by what he chooses to think is a passing foible.

Mr. J. Beckmann supported the picture last night, with his Oriental strollers and were much applauded for their various acrobatic and smart dancing numbers.

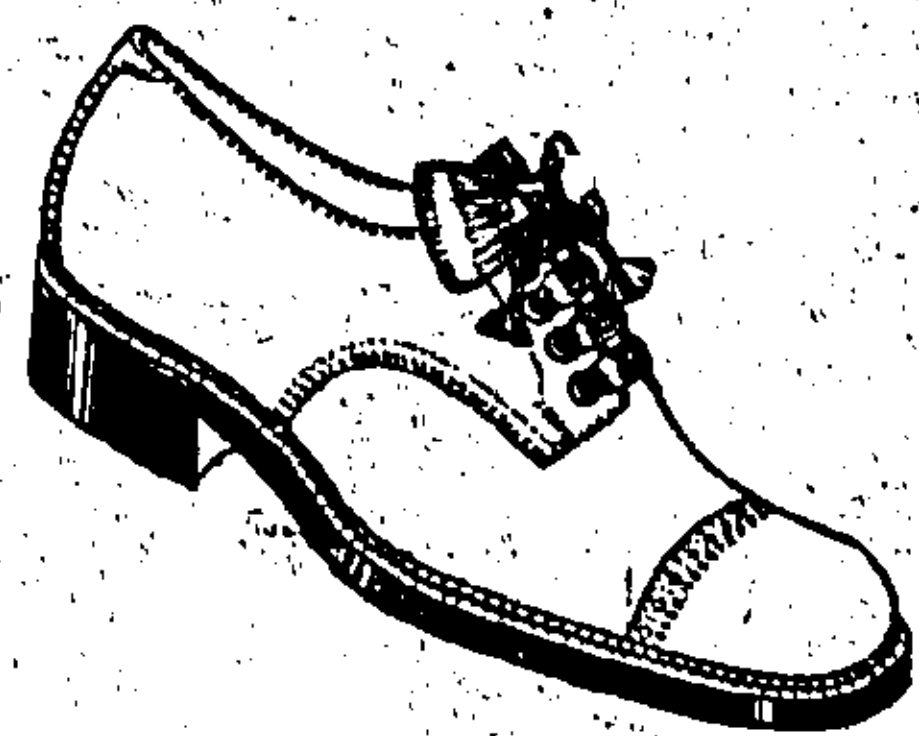
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Ann Pennington
Tom Patricola
David Rollins
Warner Baxter
Dixie Lee
J. Harold Murray
Paul Page
Frank Albertson
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ADDRESSED.

GIRL ON HOOK OF PLANS OF A ROAD "LOST."

BODY CARRIED FOR THREE
MILES TO STATION.

MIDNIGHT MYSTERY.

Somerset police are trying to clear up the mystery of the death of Miss May Hooper, aged 20, an assistant at a drapery establishment in Bath, living with her parents in St. James's-parade, whose body was found impaled on the hook of the drawbar of the mid-night mail train.

The dead girl was carried three miles on the line in front of the engine before she was found.

A strange feature of the case is a midnight expedition which she made, without the knowledge of her parents, to a spot called Candy's Bridge, three miles from her home.

What she was doing there is a mystery which the coroner will investigate.

No Head Wounds.

Search by the police and rail officials in the early hours of the morning led them to the belief that the girl had fallen in front of the train just below Candy's Bridge. Nothing was known of the affair until the mail arrived at Bath Station at 1 a.m.

Mr. Pascoe, of Bristol, Bristol, and Mr. Harry Tons, Bath, removed the body from the engine. They found no head wounds.

The girl's shoes, one of which had the heel ripped off, were later found on the engine at Temple Meads Station, Bristol. She had no money or jewellery on her.

Her hat and gloves were found in a cutting on the line near Candy's Bridge.

"May Was Quite Happy."

The police have been trying to find what the girl's movements were two hours before the tragedy. Mr. Wilfred Hooper, the girl's father, who is a Great Western Railway goods train guard, said that he was at a loss to understand where his daughter had been. "May was quite happy," he said, "and had been to work as usual. She came back home after she had been for a walk and her mother thinks that she came in at 11.15 p.m."

Apparently she did not go to bed. When Mr. Hooper went home in the early hours of the morning the bed was not disturbed.

WATER-POLO LEAGUE.

CHINESE ATHLETIC EASILY DEFEAT ARTILLERY.

The Chinese Athletic men beat the Royal Artillery in first division water-polo last night in a much easier fashion than the three to one score indicated. It took the Service men all their time to hold their speedy opponents, who generally beat them to the ball and were generally too clever.

The teams were:
Chinese Athletic—Chan Sik-pui, Fung Kwok-wai, Chan Sin-lok, Ng Kam-chuen, Tam Chi-keung, Choy Chak-lau, Kwok Fung-shun.
Royal Artillery—Ribbands, Dargfield, Oliver, Cavanagh, Lewis, Forrester, Gray.

The Chinese rattled on two goals in the first half after a bombardment at the goal, fierce and forceful enough but wild and inaccurate. Their first tally was from an effective if dull piece of team work. Just into the second half the Artillery gained the score. It followed the penalising of the Chinese goalkeeper for pushing off from the wall. Immediately afterwards the Chinese replied with another goal.

Final scores—Chinese Athletic, 3 goals; Royal Artillery, 1.

Second Division Comedy.

The second division game between the 12th Heavy Battery and the University was like a Keystone comic. Both teams were vigorous and enthusiastic enough, but their energy was ineffective. The ironical side of the game was that two goals were scored by the opposite side against their own team. The Battery opened the scoring first when the opposing goalkeeper took the ball back behind the posts preparatory to throwing out. The game would have proceeded with the incident unnoticed, only Mr. Weyman called the ball up. A minute or so after a Battery back equalised the scores by striking out at the ball and sending it into the goal. The first half finished one all, but the Varsity managed to get one of their wild shots into the net midway in the second half. Final scores—University, 2 goals; Heavy Battery, 1.

The teams were:
University—Tan Peng-liat, Lo Meng-choon, K. I. Ip, S. T. Cheong, C. Figueiredo, F. F. Lee, S. F. Chan.

Battery—Moore, Leadbeater, Heskel, Hayward, Trice, Breeds, Wilson. Mr. Weyman refereed both games.

Final scores—Chinese Athletic, 3 goals; Royal Artillery, 1.

The teams were:
University—Tan Peng-liat, Lo Meng-choon, K. I. Ip, S. T. Cheong, C. Figueiredo, F. F. Lee, S. F. Chan.

Battery—Moore, Leadbeater, Heskel, Hayward, Trice, Breeds, Wilson. Mr. Weyman refereed both games.

LAWN BOWLS LEAGUE.

HONGKONG ELECTRIC TEAM FOR TO-DAY.

The following will represent Hongkong Electric Recreation Club in their second division lawn bowls match against the Kowloon C.C. to-day:

W. Stoker, T. P. Sanderson, S. J. Clarke and W. H. B. Munkett (Skip); A. Tarbuck, G. T. Padgett, D. S. Hill, P. F. Duckworth (Skip); E. Thompson, V. Sorby, H. Hatch, A. P. Paul (Skip). Reserves, R. W. Smith and H. S. Jones.

MINISTRIES BLAMED FOR SEASIDE DELAY.

BEXHILL PERTURBED.

Delay in putting in hand the work of taking up tramlines and reconstructing certain roads until the start of the holiday season has caused considerable uneasiness among people of Bexhill-on-Sea who cater for summer visitors and also among traders.

The local Town Council lays the charge of delay or dilatoriness at the doors of two Government Departments, whose approval was necessary before the work could be put in hand.

The procedure of submitting plans for the approval of the Ministry of Transport before the Ministry of Health could be approached for sanction to a loan was adopted by the Council. The record of happenings since then may be summarised as follows:

Last January delay was attributed to the fact that the Ministry of Transport had lost the plans, submitted "some months before."

On February 11 approval was received from the Ministry of Transport.

In February application was made for sanction for the loan to the Ministry of Health.

On March 17 that Ministry reported that the Ministry of Transport was being consulted.

The Council were informed on April 3 that sanction would be granted on or about April 10.

A further letter on May 7 reported that unforeseen circumstances had prevented the recommendation from reaching the Ministry of Health, but that it would be put before that Ministry on May 9.

On May 26 sanction arrived, and the work started.

No Trace of Loss.

At the Ministry of Transport it was stated that "The Department is unable to discover that any plans forwarded in connexion with Bexhill were lost by the Ministry, or that there was any avoidable delay in considering the matter."

One factor, it is stated, which made consideration of the case difficult was that some of the roads were taken over by the County Council from Bexhill Council on April 1. Delay, therefore, occurred in making necessary adjustments.

An official of the Ministry of Health stated that the application was one of perhaps 60 or 70 applications for loans from different parts of the country. Each case, whether for a large amount or a small amount, had to be considered on its own merits.

This, of course, is the routine which constitutes part of the work of the Health Department.

TRIBUTE TO SHOP ASSISTANTS.

COURTESY IN SALE TIME "ARMAGEDDONS."

PRaise BY DUKE.

The Duke of York paid a tribute to shop assistants in a speech at the annual meeting of the Early Closing Association at the Hotel Metropole.

Referring to the Shop Hours Act, "under which greater opportunities for recreation and rest have been provided for a class who badly need it," he said:

"Think for a moment of the shop assistants and what they are called on to do.

"They must be unfailingly courteous and good-tempered under the most trying circumstances; always ready to answer questions with imperturbable good humour; and always willing to help the most capricious and difficult customer.

Almost Superhuman.

"No matter how tired they may feel they must never be lacking in tact and politeness.

"The exercise of these qualities in an Armageddon such as a recent sale or at a busy season such as Christmas, seems to me to be almost superhuman, and I personally have the greatest possible respect and admiration for the shop assistant.

"Therefore, I feel that many of those who are apt to resent the limitations placed on their hours of shopping have never realised the position or thought the matter out.

"If the public are to have good service it is obvious that they can be supplied only by a well-trained and efficient personnel, efficient in mind and body. Such efficiency cannot be acquired unless mind and body are afforded reasonable hours for rest and recreation."

Good Will in Industry.

The Duke mentioned that the annual report for 1930 was prefaced with a few words he uttered in public some weeks ago, when he said, "Our main purpose, as I see it, is to remind both masters and men that relationships in industry are first of all human and social."

"That is not a new sentiment," the Duke continued, "but it is the fundamental principle on which industry must be built up if it is to prosper.

"Sympathy and confidence between manager and operative, employer and employee, are essential to the commercial prosperity of a nation.

"All propaganda work and all achievements won, have been based on the important truth that the interest of the employer cannot be dissociated from those of his employees, and vice versa. This applies just as much to the relationships between the general public and those who are called upon to serve it."

MISERY ON ST. KILDA.

PLIGHT OF THE THIRTY-FIVE INHABITANTS.

PEOPLE TO LEAVE.

In order to ascertain the actual conditions which have compelled the 35 inhabitants of St. Kilda, the lonely island 50 miles west of the Outer Hebrides, to appeal to the Government to transfer them to the mainland, I have paid a visit to the island, writes a *Morning Post* representative.

When the steamer arrived the men rushed down the hillside to the jetty and met us with a babble of Gaelic and English.

I learned that one of the reasons why the people want to leave the island is that there are now only eight able-bodied men left.

These men have to do all the heavy work which is necessary for the existence of the little community.

They must pluck the wool from the sheep—they do not shear—they do the weaving, attend to the crops, build the stone dykes and houses and keep them in repair, catch sea birds, which are salted and stored for food for the winter, and perform many other tasks.

This work is too much for them, and some of them have made up their minds that they will go to the mainland as soon as possible. If they do, the remainder of the islanders will be faced with starvation, hence the general desire that all should go.

There is no medical service on St. Kilda beyond what Nurse Barclay, a noble woman, can give. She tends the ailing islanders, and alleviates their suffering as far as she is capable, but in serious cases a doctor has to come from the mainland. Except in the summer months, this is impossible owing to the fact that the rough seas make the tiny harbour unapproachable.

Poverty.

It was only in the early spring that the Lighthouse Commissioners' steamer made a futile effort to land a doctor on the island after a call for help sent ashore by a fishing trawler.

The earning power of the islanders has dwindled to such an extent that they have not the money to purchase sufficient food to keep their bodies properly nourished during a rigorous winter.

As a result their vitality is low and it was explained to me that this was the probable cause of the recent epidemic of influenza which swept the island.

Formerly the islanders exported quantities of fulmar oil, but this trade has practically ceased and the only export now is tweed, the sale of which forms their principal source of income.

The islanders expressed to me their willingness and desire to leave; even the older people feel that they must bow to the inevitable.

MUMMY'S HAND DRAMA.

GIRL'S DEATH AND CURSE ON A CURIO.

EASTERN MEMENTO.

Behind the discovery of the body of a naval officer's daughter in a tidal pond at Emsworth, near Havant, Hampshire, lies the strange story of the hand of a mummy to which a curse is said to have been attached.

The girl, Miss Dasia Cooper (30), was the orphan daughter of the late Engineer-Captain A. Cooper and Mrs. Cooper, who died within three months of each other two years ago.

The family at one time had in their possession a mummy's hand, which the girl's father had brought home from the East.

The mother looked upon this hand with suspicion, and one day she exclaimed: "It is a curse; do away with it!"

The hand disappeared, and about three years ago, when workmen were clearing the banks of the mill pond, the hand was found close to the spot where the girl's body was discovered.

After the death of her parents, Miss Cooper, who was deeply distressed by her double bereavement, endeavoured to become a secretary, and was in training for a post when she broke down.

After mental treatment in an institution she returned to Emsworth, and went to live with her aunt, Miss Alice Mears, in a bungalow facing the harbour occupied by Mr. and Mrs. Horace Lover.

Missed from Bedroom.

The girl shared a bedroom with her aunt, who on awakening early one morning, found that the girl was not in bed, although a bolster was placed in such a position as to give the impression that the bed was occupied.

It was then discovered that Mr. Lover's overcoat and cap were missing and that the bedroom window was wide open.

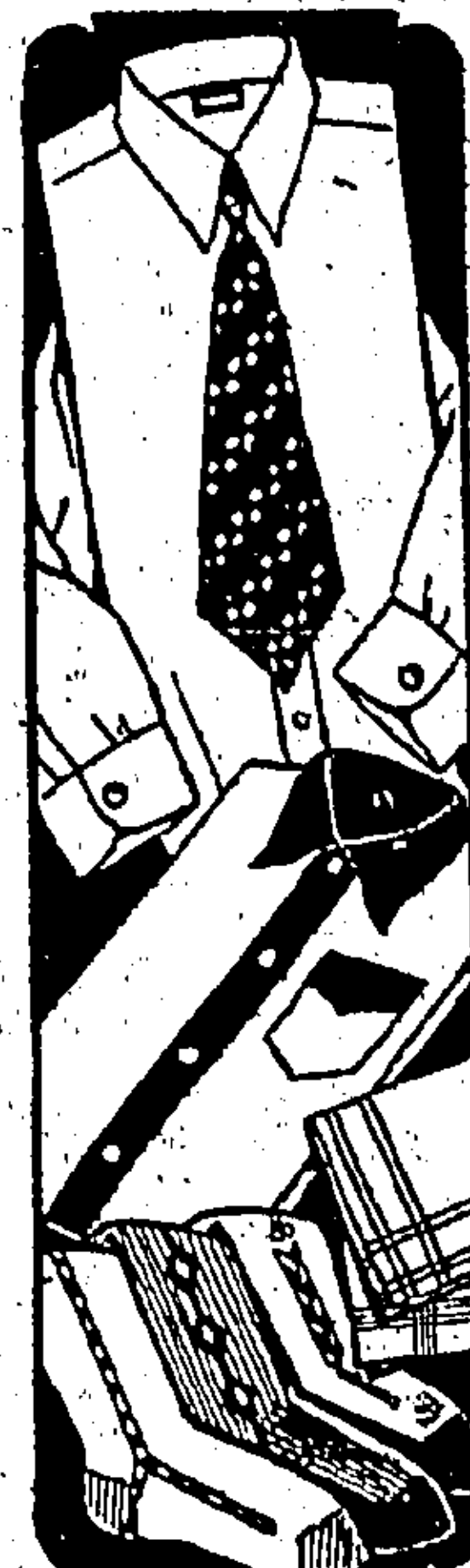
Search was made and Mr. Lover saw his cap floating on the tidal waters of the Mill Pond. The police carried out dragging operations and some hours later the body of Miss Cooper was recovered.

It was then found that the pockets of Mr. Lover's overcoat, which she was wearing, had been filled with stones.

It is stated that the girl had for some time feared that she had an internal complaint, and for the past three or four weeks she had refused to take any food, even milk.

When her parents were alive Miss Cooper lived with them in Southsea, Newcastle-on-Tyne, Hythe and in Italy.

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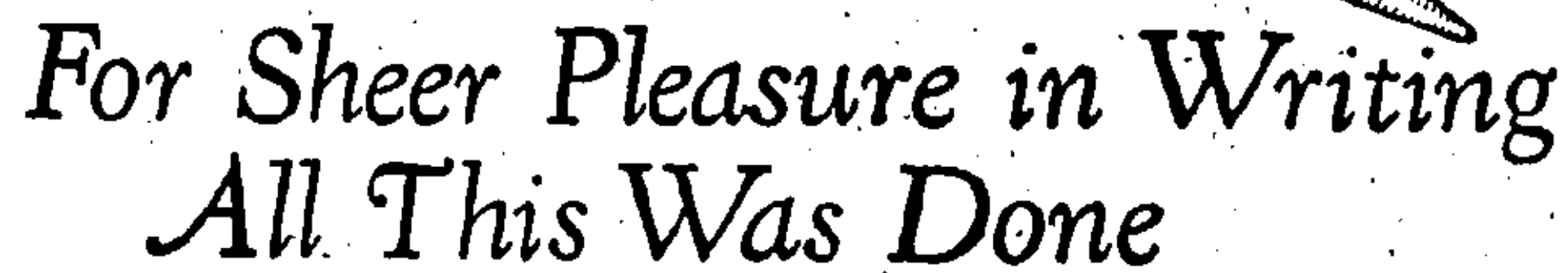
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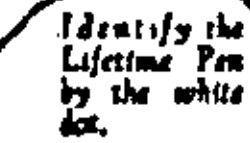
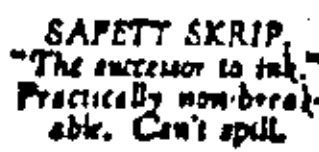


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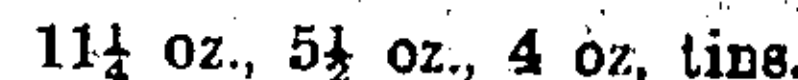
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Gifts from the Duke of Connaught, Prince Arthur of Connaught, and Princess Christian, have been stolen from the house in Onslow-garden, S.W., of Lieutenant Col. W. F. Wyndham, a former squermy to Prince Arthur of Connaught. The articles include two valuable cigarette cases, the presents of the Duke and Prince Arthur, and a gold matchbox which was given to the Colonel by Princess Christian in memory of her son, Prince Christian. "There were also presents from Queen Victoria and from different Ambassadors," said a friend of Colonel Wyndham.

Miss Lundy, giving evidence, said she met Mr. Bowyer when she was a nurse at Newmarket, where he was a bank clerk. She was now employed at a nursing home at Marlow, Buckinghamshire. Before their engagement they attended social functions together, and he visited her at the hospital. The last time she saw him was when she bade him farewell at the docks. A previous engagement was broken off by a man before she met Mr. Bowyer.

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2. *How do you think the world will be different in 20 years?*

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the 1990s, the number of people in the world who are undernourished has declined from 760 million to 600 million. The number of people who are malnourished has declined from 1.1 billion to 800 million. The number of people who are obese has increased from 100 million to 300 million. The number of people who are overweight has increased from 100 million to 300 million. The number of people who are obese and overweight has increased from 100 million to 300 million. The number of people who are obese and overweight has increased from 100 million to 300 million.

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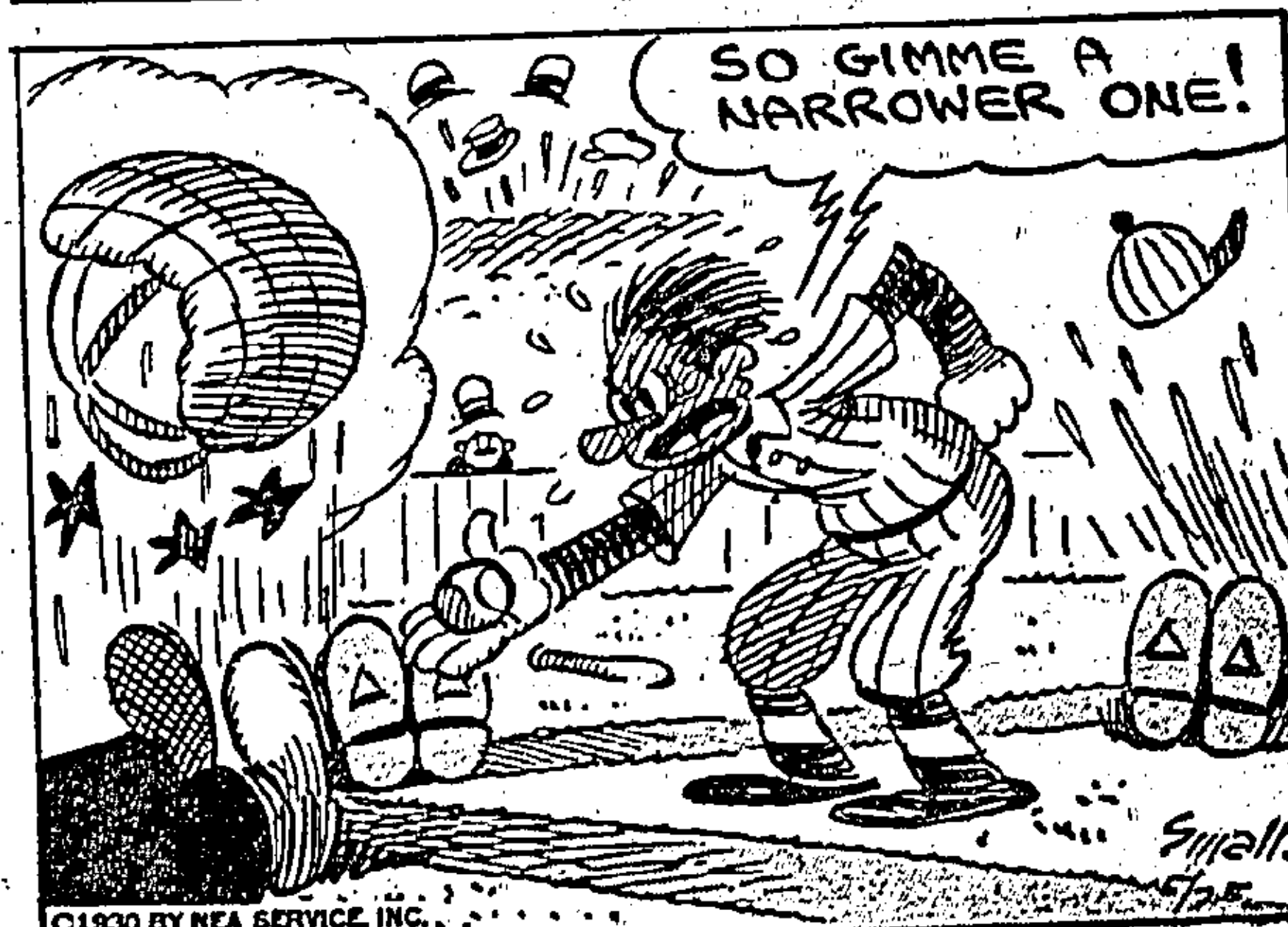
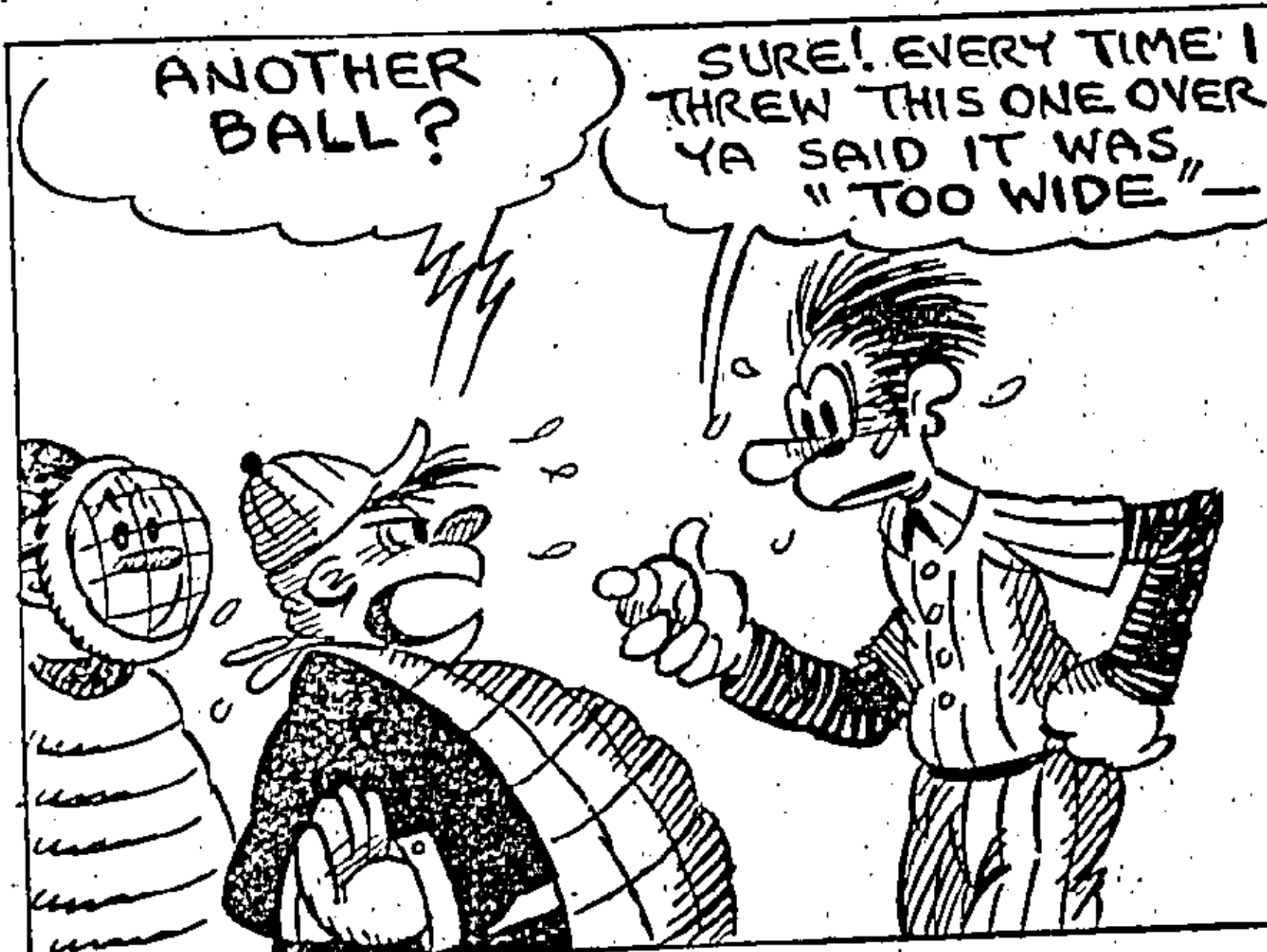
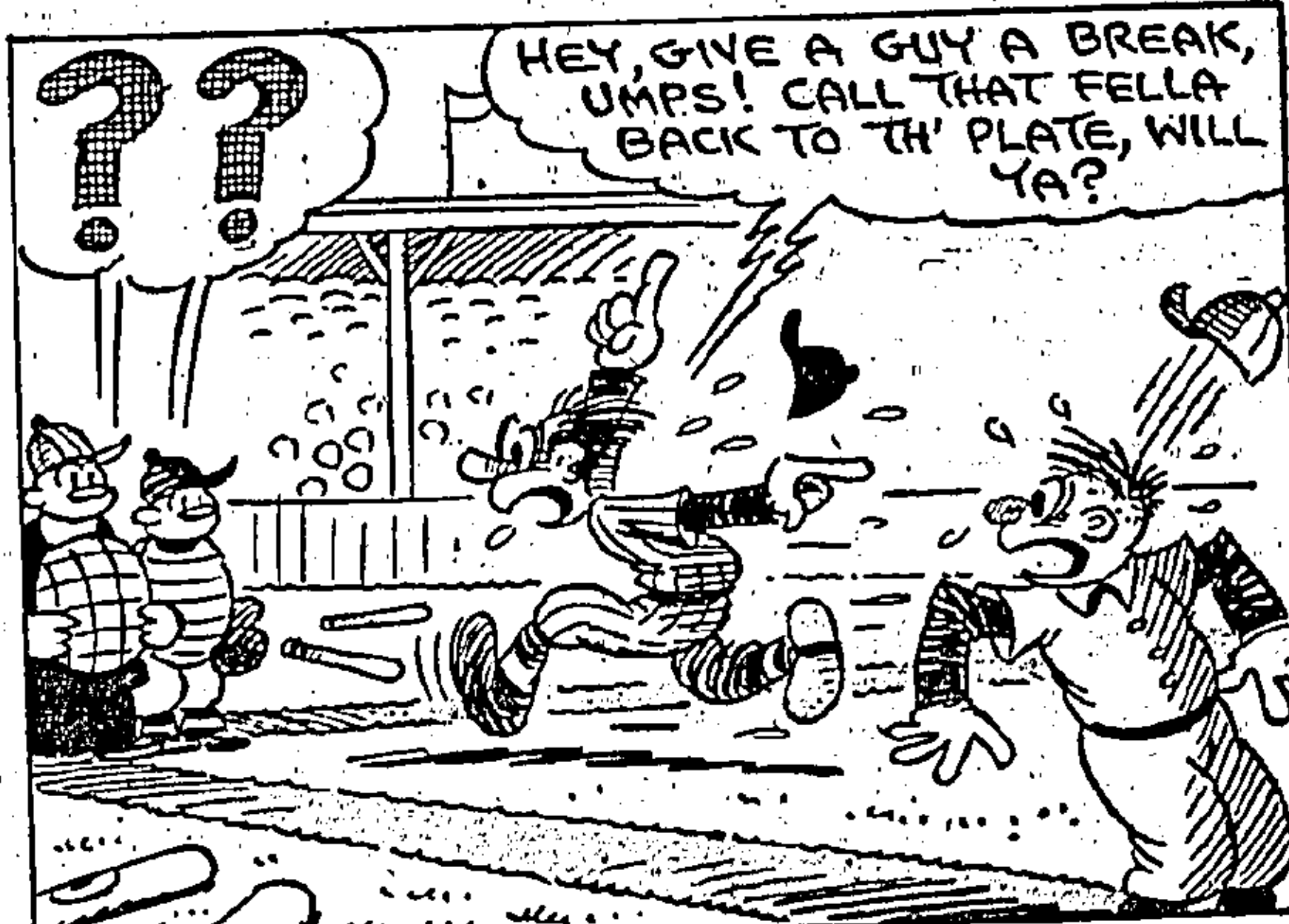
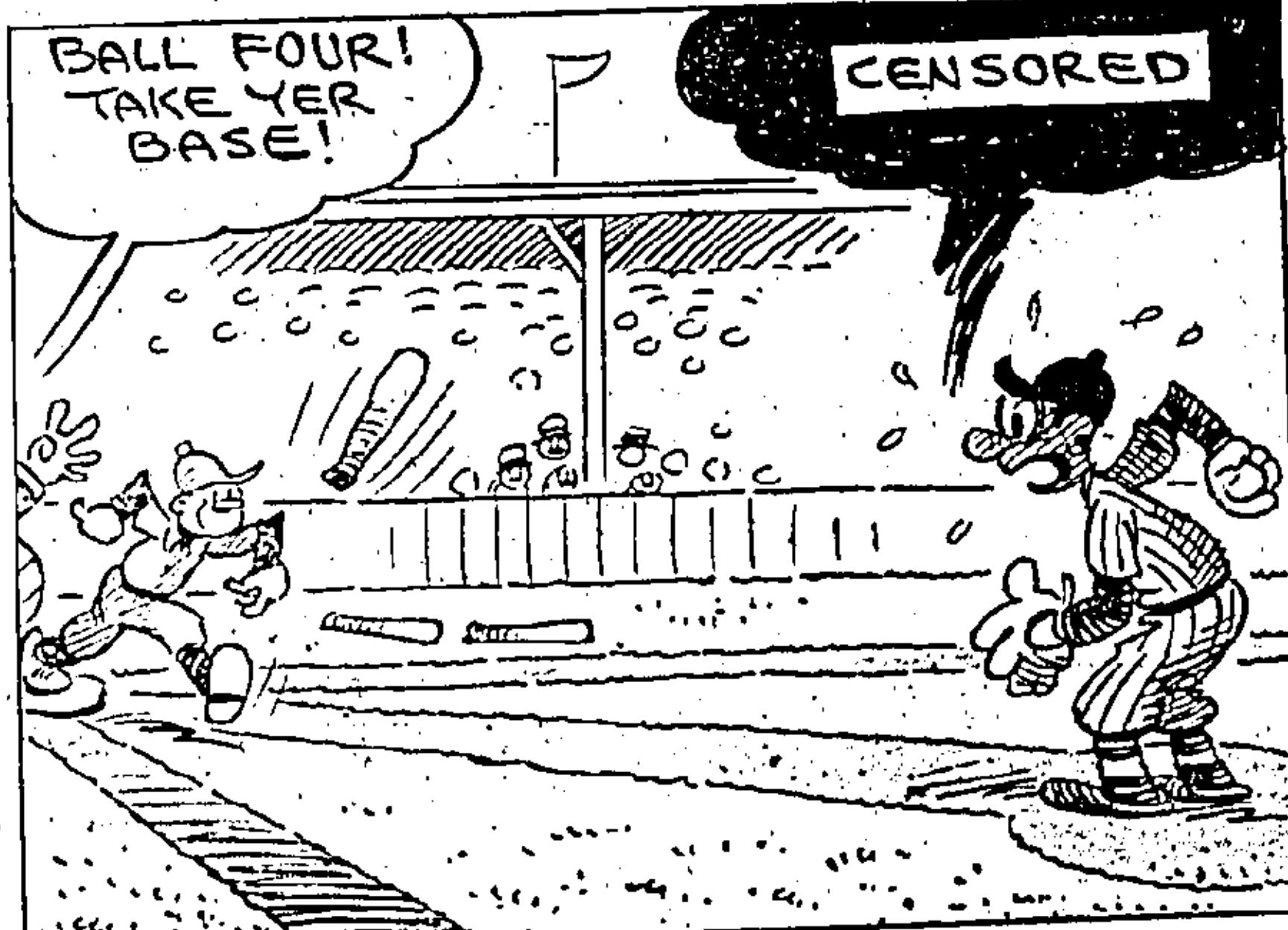
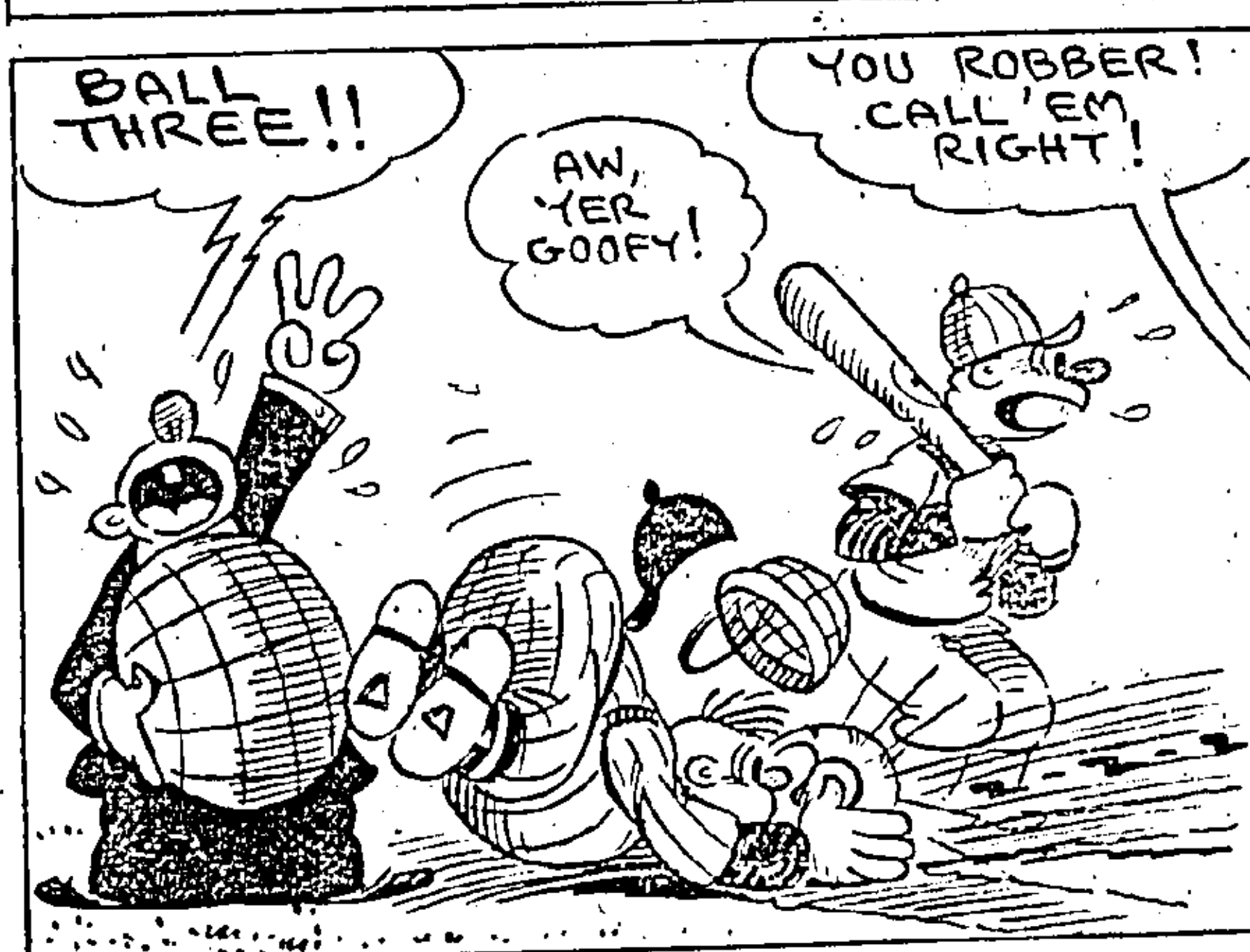
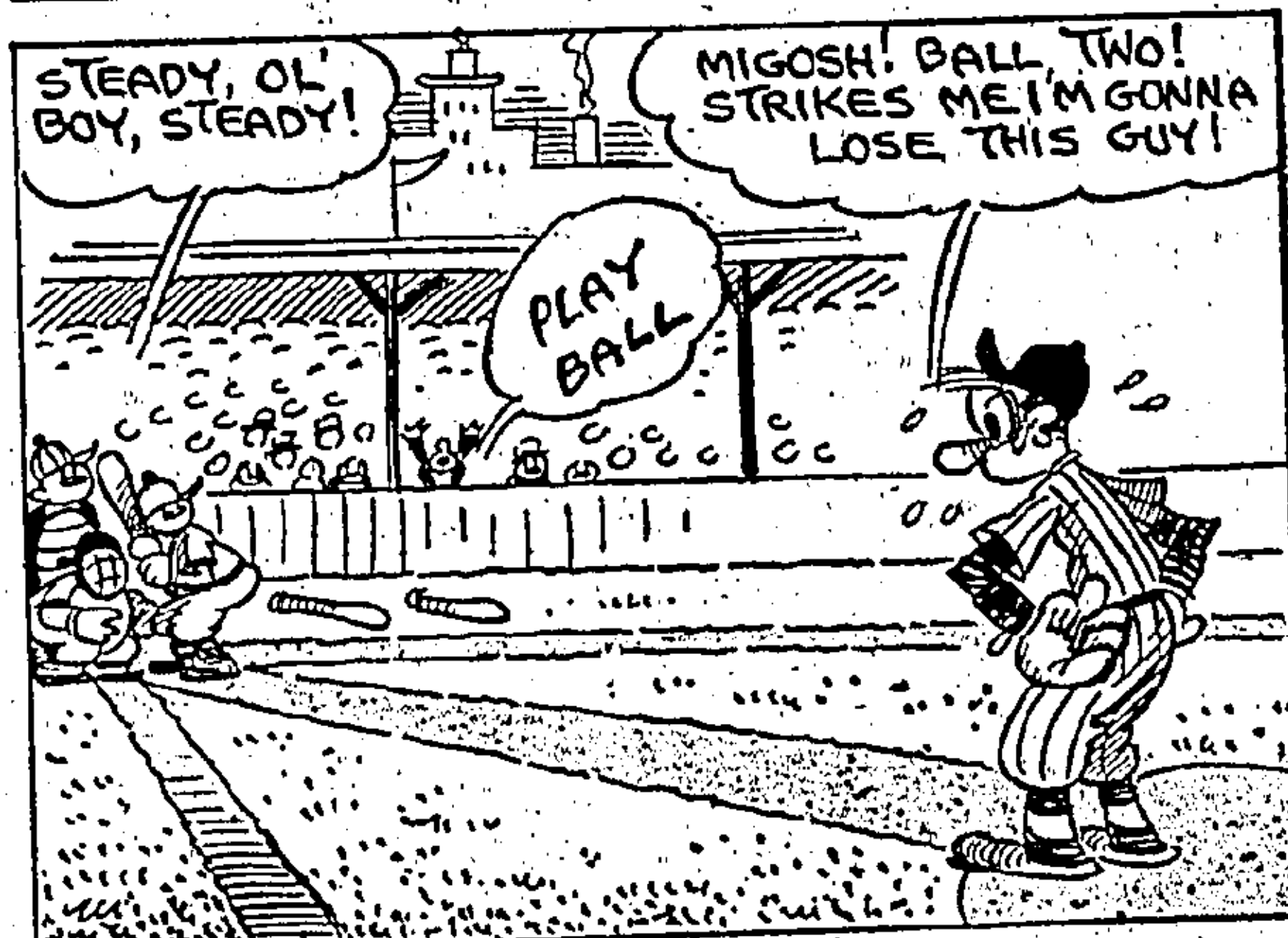
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ANNOUNCE A SPECIAL DISPLAY

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THE HUSBAND HUNTER

BY
RUTH DEWEY GROVES

CHAPTER XL.

Natalie lips stiffly framed the inevitable question. "Do what, Alan?"

He answered with a sneer: "Yes, I suppose I may expect you to try and bluff it out."

His laughing brown eyes were now like dark agate, glinting coldly at her.

"I am not bluffing, Alan," she said simply; "you will have to tell me what you mean."

Alan laughed, shortly, contemptuously. "Going to see it through along that line, are you? Innocence accused. Very well, then, let's bring it out in the open and see what comes of it. I mean why did you change the name of the stock in that letter?"

Natalie stared at him uncomprehendingly. Had he been even a little less inflamed with anger, he could have judged her expression with enough accuracy to know she was not simulating it.

As it was, he thought she had made up her mind to carry her bluff to the end and he reacted by becoming more infuriated.

"Why don't you deny it?" he demanded fiercely, as her gaze remained upon his face, unchanging, fascinated.

Natalie merely shook her head. She was beginning to be afraid of him.

"What kind of woman are you anyway?" he raved. "Jealous! Jealous! Jealous! Beasts! Jealous. And you had to pick on a woman who has never done you a bit of harm. A woman who is sick, the sole support of a kid whose father died to make the country safe for people like you—so you can cheat and rob his widow."

His wild words beat on her ears like blows, and the hollow, bitter, laughter that followed them was like an echo of some faraway land. His denunciation numbed her with its shocking violence.

Could this be Alan torturing her so? She scarcely could think. Alan's eyes were black—she had never seen them black before. And that red light—oh, perhaps they were bloodshot. He must be ill! Something dreadful was the matter with him.

Letter? Letter? Letter? Why was he talking about a letter? The word, tormenting her brain, escaped from her lips in a weak utterance.

"That's right, Bernadine's letter," Alan thrust at her. "Come on, tell me, why did you do it?"

He advanced toward her, his lips twisting in his passion of temper. Natalie shrank back from him, visibly frightened.

"You deserve it," he snarled. "I ought to choke you, but I've got to save my hands for cleaner work. I've got to work, do you understand, and make up for your mischief."

His bloodshot eyes bored threateningly into her own feverish ones, but his half-raised hands dropped to his sides.

Natalie's face, aside from her burning eyes, seemed dead. It was white and set, her lips frozen against any words that might have come to them. But there was nothing she wanted to say—and yet a thousand thoughts were on parade in her agonized mind.

"You haven't any defence, have you?" he taunted her. "Not a thing to say. Well, you're wise to keep quiet. God, I couldn't stand to hear you deny it! I've had enough of your saintliness that covers the cheapest kind of soul. But if you think you've a chance to hide under silence, just listen. I know what you did, all right."

"You came into my office when I was out and got hold of Mrs. Lamont's letter. I gave you your chance. You saw what you could do, but here's where you made your big mistake. You thought you would cause her to lose a pretty penny, but you're wrong. It's me you've damned near ruined."

He swept his arms in a circle to indicate the room. "All this," he said savagely. "Background! That's what you call it. But to me it's my earnings. Oh, yes, I could always make more—you knew that—it was never hard for me to make money. But what's become of it? We've saved precious little. And now, now I've got to make good what you tried to steal from Bernadine. You know what that means, don't you?"

Natalie continued to stare strickenly at his ferociously contorted mouth and reddened eyes. Her attitude drove him frantic.

"Why don't you say something?" he yelled at her, unmindful of the inconsistency he was showing.

Still she did not speak, though her head moved a little in a pitiful, sidewise motion and the numbness partially left her bloodless lips.

"So," he raved on, "because you flinchingly substituted a rotten stock for a good one in that letter, I've lost a small fortune." A grim laugh burst from his dry lips. "It wasn't so clever, was it, forgetting that I have a sense of honour even if you haven't? But the work was damned clever, I'll grant you that!"

It seemed now to Natalie that she must speak, must stop him, even must speak, must stop him, even though she had to answer blindly. For she only partly understood the nature of the charge he was bringing against her.

"Don't, don't, don't," she cried imploringly. "Oh, Alan, you can't believe that I would touch one of your letters? Surely you can't believe that? Why, I didn't even see a letter!"

"Never mind the high-minded stuff," he snarled at her. "The time for that is past. It only makes what you've done more hideous. Look at you. White and black, black and black! As black as hell! Oh, no, you wouldn't touch a letter that didn't belong to you. Look at your hands!"

His voice was stinging and sneering. "They're lovely, aren't they, your hands? Who'd ever think they could turn themselves to taking bread and butter out of a baby's mouth? Oh, no, you wouldn't touch a letter. You wouldn't erase the name Bernadine wrote and put in one that's a joke on the market, would you? You didn't know that I'd fall for it because she got a tip from a man that even you know by his initials, did you? You haven't heard me mention him by them, have you?"

He broke off, breathless and panting.

Natalie's face was regaining its colour under the smart of his words. She understood now. But not clearly. Her mind jumped to a false conclusion. Bernadine had done this, she believed. How, she did not know—she would need time to think it out. But Bernadine Lamont had done it. She had used her genius for evil to turn Alan into a blind fool, a mad, blind fool. He was Bernadine's now, heart, mind and soul.

Natalie told herself this with sickening despair. She saw that this was useless to try to convince him of her innocence at the present time. Perhaps—when—his anger had abated—the thought held little of hope. A cold chill was creeping into the very core of her heart. Knowing how hateful was the thing Alan accused her of, she was beginning to feel that she could never have loved her, to believe, for one minute, that she would be guilty of such a crime.

Her soul seemed dying within her, as though his words lay upon it with crushing weight. She put out a hand and groped for physical support. Oh, no, no, no, she must not show Alan her wounds. They were for her only to know about.

Alan laughed at her tottering progress to a chair. He did not know her sight had left her, that she was literally blinded with pain.

"Good acting," he applauded. "Too bad to waste it on me alone. But you always were good at everything. Everything, that is, but matrimony. You've made a fine mess of that!"

Natalie reached her chair, and slipped limply into it. She did not see Alan go, but she heard him, dimly, as though the sound came from a world not her own. Darkness descended upon her, engulfed her. Her body drooped over the arm of the chair. She was very still.

Alan went directly to Bernadine's house. She was at home. Dr. Wagnall had positively forbidden her to go to the club. She was both relieved and alarmed to see Alan.

"You look like... well, never mind," she greeted him.

"I know. Like nobody's business," Alan finished for her. "And this time that's not just slang, Bernadine. Nobody's business is just what I'll get if this keeps up. I can't stand it!"

"No," Bernadine said soothingly. "I know you can't. But don't try to be funny, Alan. This has got into you too deep for that. But come and sit down and let me make you comfortable."

Alan moved, as though he were about to rise.

"Alan," Bernadine cried fearfully, "what are you going to do?"

(To Be Continued.)

RAILWAY POSTER WITTCISM.

LIVING ARTISTS IN THE PICTURE.

NOTED FIGURES.

Five or more of the most prominent living British artists, depicted with intimate frankness by a friend, forming the substance of a widely-posted railway advertisement!

This is the essence of the Underground's spring "witicism," which has just been placed on 175 boardings on London stations.

The poster, representing artists in a springtime country scene, is by Mr. Philip Connard, the well-known R.A. Every figure in the foreground, except a little girl, is a living artist. So far as can be judged the list portrayed includes:

Mr. Wilson Steer.
Mr. Adrian Stokes, R.A.
Sir John Lavery, R.A.
Mr. Augustus John, A.R.A.

Mr. Stokes is shown in a Panama hat, squatting on a stool beneath a quaintly-jointed umbrella which is stuck in the ground, while two goats chew his sketches.

Augustus John.

Someone suspiciously like Augustus John, in his characteristic wide-brimmed hat, steals away beneath the trees with a blue portfolio.

The figure, who, from the back, bears a striking resemblance to Dame Laura Knight, is painting a girl who poses in a classical attitude beneath a tree.

Mr. Philip Connard, who has just moved from Chelsea to Kensington, stood among the remoter's debris in his drawing-room and politely evaded all attempts of a Press representative to lure him into an explanation of his putting his friends on all the Underground stations.

"Yes, it is true that the people in the poster are living artists. They are my friends with whom I have been sketching—no, never mind where—sketching."

"Who are they? I can't say that. Well, one is Adrian Stokes and another is Wilson Steer. There, that is more than I have told anyone about the poster, and I will tell you no more."

"If you make up a cock-and-ball story about it I will flatly contradict it."

"A Sketching Scene."

Thus saying, Mr. Connard continued:

"Augustus John? I will not say anything about that."

"Sir John Lavery? I cannot discuss any of the others. That is more than I have told anyone else."

"Am I there? No, I'm not."

"The scene? Is it near London? Er—well, er—I expect so. That is, it is a little place quite near London, where we go to sketch together, but I will not tell you where it is, because I do not want to be spoilt."

Mr. Adrian Stokes has been the "victim" of a fellow-artist once before, when he was made one of the elders in "Susannah and the Elders" in last year's Academy. The artist then was the same man, Mr. Philip Connard!

"Have you?"

She seemed to know his belief in Natalie's guilt was affecting him as it would affect her if she were to see her son, Bobby, committing some ugly act. She felt deeply sorry for him.

"Well, I have," he declared breathlessly. "I know who did it."

Bernadine uttered a little cry. "Oh, Alan, are you sure?" she asked pleadingly.

"It was Natalie," he answered, his voice as hard as steel.

"Oh, no, there must be some mistake," Bernadine cried. "Natalie is too lovely a woman to do anything like that. I know she is."

She saw at once that her remark was unfortunate. "That's just it," Alan declared. "That's what makes it so unforgivable. If I hadn't always thought her something to be worshipped, I could stand it better. But I'm glad I found her out at last. She'll never fool me again."

Bernadine looked at his hard, set face and trembled for Natalie. She wished she could say something, do something, to palliate his wife's offence, but in her heart she too was convinced of Natalie's guilt.

Alan moved, as though he were about to rise.

"Alan," Bernadine cried fearfully, "what are you going to do?"

(To Be Continued.)

NICOLA THE MAGICIAN.



Nicola, the world-renowned magician, who is to appear with his Company at the Star Theatre, Kowloon, nightly from Monday.

DECIDING FACTOR IN THE WAR.

NOT GREAT BRITAIN BUT THE EMPIRE.

LIBERAL'S ORATION.

Mr. Lloyd George delivered an inspiring oration to the Imperial Press Conference on the effect of the war on Imperial relations. It was the outstanding pronouncement of the Conference and made a great impression on the delegates. Miss Megan Lloyd George, M.P., was with her father.

"The determining factor in the issue of the war," said Mr. Lloyd George, "was the British Empire—not Britain, but the British Empire." (Loud applause.)

Viewing the war now, 12 years after it was over, and having been through it as a Minister from the beginning to the end, he came to this conclusion definitely. Without the intervention of Britain, France would have been overrun, Russia destroyed before Christmas, 1914. But the British Empire decided the issue of the war.

"It was a very near thing as it was; much nearer than I care to think."

"There are one or two corners that make me now shudder to think of. With the Empire all in and all the Empire in it was a near thing. The Empire (not Britain) contributed 2,500,000 men—and it was still a near thing. Just think what it would have been without them."

There was hardly time to warn the Empire let alone to consult it. A week before mobilisation he ventured to say that no responsible statesman in Europe believed in his heart that war was really coming, and there was not time to consult the Empire on questions of policy.

Nevertheless the Dominions, India and the Colonies came to our aid promptly and powerfully.

A Revolutionary Change.

At the end of 1916 an invitation was sent to the Dominions and to India to join the War Cabinet. He always felt proud of the fact that he was head of the Government that sent that invitation. (Applause.)

The entry of the Dominions into the War Cabinet was a tremendous constitutional change in the British Empire—he could use even the word revolutionary.

Mr. Lloyd George proceeded to tell the conference of the terrible position in which the war was when this invitation was sent to the Dominions and India.

The war, he said, at the end of 1916 was becoming more and more a matter for the British Empire and we called in representatives of the self-governing Dominions and India that we should take counsel together as to how we could fight the battle through to the end against these overwhelming difficulties.

"And between us we did it," said Mr. Lloyd George.

"The Dominions' representatives," he went on, "did not toddle into the Peace Conference at Versailles like babies in the hands of a nurse; they came there like young men in the full panoply of war, having their trophies with them."

"They had the modest but distinguished swing of men who had won their right to be in the Council of Nations as independent nations themselves. The new idea of Government is a fruitful idea which is going to tell a tale in the history of the world, so long as

we do not cut it short before we come to the next chapter." (Applause.)

Thought It Was A Fake.

There had been some trouble about it, continued Mr. Lloyd George. Some of the nations thought they had no right to be there as independent nations, but Mr. Clemenceau and President Wilson accepted it.

At first this claim of nations inside an Empire baffled and mystified foreigners. They thought it was a fake. A British trick, and, as they said, a characteristic British trick to secure more votes in the Conference.

Gradually they began to realise that it was a fact that these were young nations, and then they said, "Just like the British, so illogical, somehow or other, without plan but always getting there, always doing the right thing doing it, in the wrong way but still doing it."

"Now that," said Mr. Lloyd George, "is the story of the evolution of Dominion status. It is a new idea of Government, a fruitful idea which is going to tell a tale in the history of this world so long as we do not cut it short before we come to the next chapter."

"Take care that it is to be continued in our next. I have told you the first part of it. The next is to be written by the Empire itself, and the future of the Empire, depends on whether it is going to be written or whether we are going to stop at the story which I have now told you."

"We must walk warily. There are a great many by-paths, political and otherwise. When you come to deal with the future the only safe thing is to enunciate high principles, and always avoid details. (Laughter and applause.)"

"I am not going so far as I can not cut off my retreat. (Loud laughter.)"

"The first thing I would like to say about the future is this. The equality and independence of the young nations of the Empire are now accomplished facts. They are accepted unreservedly by Britain and acknowledged by the world."

"The next step is effective unity—(hear, hear). Make unity as effective as you made equality; if you don't the Empire will not remain. If things remain merely where they are it will come to ultimate disintegration. You cannot remain stagnant. (Applause.)"

"We should strive until we have welded all the nations of the Empire into one free commonwealth of equal and independent nations, a commonwealth with vast opportunities but also with burdens and responsibilities."

Britain Will Pull Through.

"The British Empire has vast territories under its sway; territories which have not yet become Dominions."

"For some time the burden and responsibility of government of those immense territories will fall upon the centre of Empire. That centre must be strengthened."

"Britain is passing through a very bad time, but it will pull through. (Applause.)"

"I have seen it pull through worse things than this. The difficulty always in this country is to get it to make an effort. When it does it is a tremendous country. But you must wake it up, and it is a very heavy sleeper. All men of sound constitution are." (Laughter.)

Mr. Lloyd George concluded that sooner or later the Dominions would have to face the question of whether they were prepared to take their part of responsibility in

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guiding and governing these immense territories.

"We Must Hasten Slowly."

"Do not let us make the mistake of imagining that there is only one way of attaining these purposes," said Mr. Lloyd George. "Do not let us make the still greater mistake of declining to discuss all or any of these questions because we dislike particular proposals in reference to any one of them."

"I hope the coming Imperial Conference will not shrink from discussing all the problems of Empire freely, and especially free from suspicion."

"We must hasten slowly. There are the embers of past controversies, contentions, suspicious, resentments, still smouldering about, and you must tread very warily."

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LOCAL RADIO.

DANCE PROGRAMME FOR TO-NIGHT.

The Saturday Dance Programme, as arranged for this evening's broadcast, is in the nature of an experiment with a view to supplying the needs of those arranging Radio Dances. It will be of great assistance if those listeners, who are interested in the dance programmes, will communicate to the Studio their opinion as to whether such an arrangement is an improvement on the previous method of supplying dance music.

Z.B.W. will be pleased to co-operate in any way possible with those who intend to hold dances to future programmes.

To-day's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

7.00-9.30 p.m. Evening European Programme of Columbia records selected and supplied by Messrs. Anderson Music Co.

"The Gold Diggers of Broadway," Selection.

"The Gold Diggers of Broadway," Part II.

Regal Cinema Orchestra. (9912).

"Berceuse de Jocelyn."

"The Swan."

Cello Solo by W. H. Squire. (2126).

"The New Moon." Vocal Gems.

"The New Moon." Vocal Gems.

The Columbia Light Opera Co. With Orchestra. (9831).

"Lionel Monckton Memories."

The Columbia Light Opera Co. With Orchestra. (9833).

(a) Dance of the Elves.

(b) Prelude No. 7.

(c) No. 2.

(d) Scherzo.

(e) Flight of the bumble-bee.

The London Flute Quartet. (4215).

"Merrie England," Vocal Gems.

"Merrie England," Vocal Gems.

Miriam Licette, Clara Serena, Francis Russell, Dennis Noble, Robert Carr and Chorus with Orchestra. (9893).

"Oh, Nancy's Hair is Yellow Like Cowd."

"Songs of the Hebrides."

Alex Carmichael. (4525).

"In a Camp of the Ancient Britons."

"In a Camp of the Ancient Britons."

Albert W. Kotelbey's Concert Orchestra. (9866).

"Iolanthe," Vocal Gems.
"Iolanthe," Vocal Gems.
Columbia Light Opera Company with Orchestra. (DX17).

"Mignon," Introduction et Romance.
"Mignon," Polonaise.
J. H. Squire Celeste Octet. (9507).

"Funny Face."

Comedy Sketch by Leslie Henson and Sydney Howard (9592).

"Three Dances from Henry VIII."

"Three Dances from Henry VIII."

Bournemouth Municipal Orchestra. (5677).

"The Merry Brothers."

"Echoes of the Valley."

Bournemouth Municipal Orchestra. (9821).

"Sea Shanty."

"Prize Song."

Cello Solo by W. H. Squire. (2188).

"Serenade."

"Angel's Serenade."

J. H. Squire Celeste Octet. (9116).

"Broadway," Selection.

Regal Cinema Orchestra. (9783).

9.00 p.m. Weather report.

9.30-11.30 p.m. Dance programme.

Extra. Waltz.

1. Foxrot.

2. One Step.

3. Foxrot.

4. Tango.

5. Foxrot.

6. Waltz.

7. Foxrot.

8. One Step.

9. Foxrot.

10. Waltz.

11. Foxrot.

12. Waltz.

There will be intervals of approximately three minutes between dances.

SUNDAY'S PROGRAMME.

To-morrow's wireless programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

10.00 a.m. Church Service relayed from St. Joseph's Church. At the end of the Service a Chinese programme will be broadcast until 1.00 p.m.

9.00 p.m. Weather report and European programme of H. M. V. records selected and supplied by Tsang Fook Music Co.

"Academic Festival Overture."

"Academic Festival Overture."

Detroit Symphony Orchestra. (9833).

"Porter Song."

"Farewell, Old Coast!"

Marcel Journet. (1135).

"Negro Spirituals," The "Go down

SHARK AT TAIPO.

CAUGHT IN A STAKE NET YESTERDAY.

Much excitement was caused among the fisherfolk of Taiipo yesterday afternoon, when a seven-foot shark was caught in one of the stake nets, opposite Island House.

This is the second time within a few weeks that a shark has visited Taiipo, the previous occasion being marked by a man receiving rather severe injuries when he was landing the fish.

We are informed that the shark caught yesterday has been identified as belonging to a species which grows up to ten feet in length.

Moses.

"Swing Low Sweet Chariot."

"Irish Cradle Song."

"Valse de Concert."

"Valse de Concert."

San Francisco Symphony Orchestra. (9326).

"Villager of Courtiers," Act 3.

"Rigoletto-Povero Rigoletto."

Giuseppe de Luca. (8161).

"Rose in the Bud."

"One Little Dream of Love."

Renee Chomet. (1132).

"Do Not Go My Love."

"Homage."

Marguerite D'Alvarez. (1116).

"Song without Words, in D."

(1) Songs My Mother Taught Me

(2) Flight of the Bumble Bee."

Pablo Casals. (7193).

"Little Rosewood Casket."

"The Convict and the Rose."

Vernon Dalhart. (19770).

"Slavonic Dance No. 3."

"Indian Lament."

Fritz Kreisler. (7225).

"Safe in the Arms of Jesus."

"Trust And Obey."

Henry Burr. (49825).

"Valse," from Suite for two Pianos.

"Rococo."

Harold Bauer-Ossip Gabrilowitsch. (8162).

"Spanish Dance."

"Hungarian Dance," No. 1.

Philadelphia Symphony Orchestra. (1113).

10.30 p.m. Close down.

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	Hansang	Sun. 13th July at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kutsang	Wed. 9th July at 3 p.m.
	Hosang	Satur. 19th July at 3 p.m.
	Yuensang	Satur. 26th July at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Yuensang	Tues. 8th July at 7 a.m.
	Suisang	Fri. 25th July at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kumsang	Fri. 13th July at 7 a.m.
TO SANDAKAN	Mausang	Sun. 6th July at noon.
	Hinsang	Sun. 20th July at 3 p.m.
TO TIENTSIN via SWATOW & FOOCOW	Chipshing	Sun. 13th July at 7 a.m.
	Cheongshing	Tues. 22nd July at 7 a.m.

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G. METZINGER.....	30th Sept.	PORTHOS.....	29th Sept.
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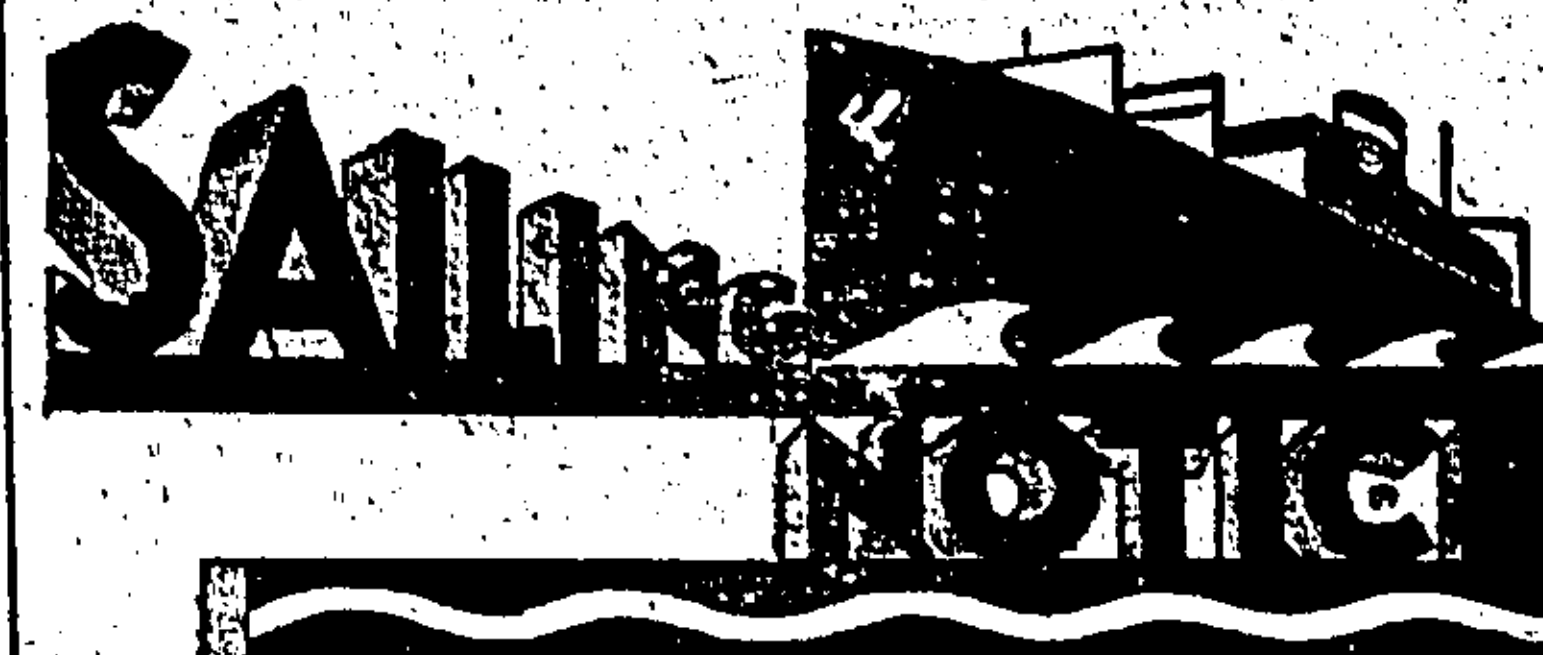
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DEATH OF MR. M. S. NORTHCOTE.

30 YEARS' CONNEXION WITH THE COLONY.

FINE A.D.C. ACTOR.

Many residents of the Colony have heard with extreme regret of the death, which occurred in England on June 8th, of Mr. Mowbray Stafford Northcote, who, prior to his retirement in 1923, had spent over 30 years in Hongkong.

Born in Devonshire in 1860, Mr. Northcote commenced his business career in 1878 with a firm of general merchants in Liverpool. In 1883 he migrated to the United States of America and for twelve months he was engaged on clerical work for the Great Northern Railway Company. He finally settled down in North Dakota, where he became interested in land, and opened a small banking business. Mr. Northcote sojourned in the States for seven years, and on May 15th, 1892, he arrived in Hongkong.

For eighteen months after his arrival he acted as secretary to a small steam launch company, then operating ferries to Yau-mati, and running one boat between Hongkong and Macao. In October, 1894, he joined the Hongkong Land Investment Company, and continued with the Company until 1923. On many occasions he discharged the duties of secretary during the absence on leave of Mr. Shelton Hooper, and on January 1st, 1920, Mr. Northcote was appointed to succeed Mr. Hooper as Secretary to the Company, after 26 years' devoted service.

A. D. C. Successes.

Socially, Mr. Northcote was perhaps most widely known by his frequent appearances on the stage in the productions of the Amateur Dramatic Club. Not a little of the success of the Club's many productions was due to his acting. He first appeared in 1903 in the production of "Lord and Lady Algie" and he took part in most of the later productions, besides having undertaken the duties of Hon. Secretary and Treasurer of the Club for part of that time.

His last appearance on the stage was in 1922, when he undertook with unqualified success the heavy role of Daniel Davies (the rich uncle) in "I'll leave it to you."

Keen Volunteer.

Mr. Northcote in his day was a keen Volunteer. In 1897 he joined the local Corps as a gunner and rose to the rank of Captain, retiring in 1914. At the beginning of 1918, by special request, he joined the Volunteer Reserve and was given command of "D" Company Reserves. He retired from this command at the conclusion of hostilities in November, 1918. For some years Mr. Northcote acted as the honorary secretary of the Rifle Association of Hongkong and the Hongkong Volunteers' Rifle League.

Mr. Northcote was a Justice of the Peace and served as a member of the Licensing Board. For several years he was Secretary of the Society for the Prevention of Cruelty to Animals and he was also for many years honorary secretary of the Hongkong Devonian Society.

Mr. Northcote, it may be mentioned, was a cousin of Lord Iddesleigh, his father being a brother of the first Lord Iddesleigh (better known, perhaps, as Sir Stafford Northcote, who was a distinguished member of Lord Salisbury's Administration).

COTTON INDUSTRY CRISIS.

(Continued from Page 1.)

Short-stapled Indian cotton, it is stated, has hitherto been, but little used in Lancashire, where longer-stapled but more expensive American cotton has been almost exclusively preferred. In this way, Lancashire's competitors, some of whom have acquired great skill in the mixing of Indian and other cottons with American cotton, have secured an initial advantage by using cheaper cotton for their manufactures.

The industry requires a marketing system so organised as to secure the most economic methods. The Committee finds that the markets in which the Lancashire cotton industry has suffered most serious losses are those in the Far East, particularly India, China and Japan.

SHANGHAI POLO ACCIDENT.

MR. J. C. GREIG SUFFERS A RELAPSE.

Shanghai, July 5. Mr. J. C. Greig, of the Secretariat of the Shanghai Municipal Council, who was thrown from a pony during polo practice on June 26th and who on Saturday last regained consciousness, has again relapsed into a semi-conscious condition. —Our Own Correspondent.

SHANSI DESIRES BIG LOAN.

FOREIGN BANKS TO BE SOUNDED.

RICH MINES MAY BE OFFERED AS SECURITY.

BIG ATTACK COMING.

Shanghai, July 4.

The negotiation of a loan of \$30,000,000 between the Shansi Government and foreign banking corporations in North China, with the rich mines of Shansi Province as security, is understood to be the subject of Mr. Chu Ao-hsiang's visit to Tsinanfu.

The greatest secrecy is shown concerning the terms and the negotiations for the loan, as it is believed that when revealed they will cause some resentment in North China, particularly in Shansi Province. It is obvious that money is needed to put the final touches to the Shansi expedition, to Nanking.

Nanking Wants Loan.

Regarding the preparation of a big counter-attack by the Nationalist forces against the Shansi troops at Tsinanfu, the capital of Shantung, the Nationalist Commanders, acting on instructions from the Nanking Government, are demanding that Chinese bankers at Hankow and Wuchang should immediately raise a loan of \$1,000,000 for the Nanking Government. Marshal Chiang Kai-shek, head of the Nationalist armies, will personally direct the picked troops of the Nanking Command.

Hankow telegrams state that the Nanking demand has caused dissatisfaction among the business community there, but in view of the strong pressure from military circles the Chinese bankers have indicated their willingness to comply to the extent of \$350,000, in the form of a loan to the Nanking Government.

The Nanking Government is leaving no stone unturned in its preparations for a final struggle with the Shansi army for the defence of Yenchow, which is situated on the highway to Nanking. Large consignments of arms and ammunition have been sent by the Nationalist Commanders in Greater Shanghai to Tsinanfu for the defeated Nationalist troops concentrating along the Tsinanfu-Tsingtao Railway, with headquarters at Wehsien.

It is the intention of Marshal Chiang Kai-shek to lead his own troops, attacking from the Tientsin-Pukow Railway and co-operating with the defeated forces under General Han Fu-chu who will effect a big counter-attack against the rebels from the Tsinanfu-Kiaochow Railway.

Air Demonstrations.

Shansi Government aeroplanes are said to be exceedingly active at Tsinanfu and along the Tsinanfu-Kiaochow Railway. The Shansi planes were seen manoeuvring over Wehsien and Tsingtao yesterday.

The precarious and critical condition along the railway is being keenly watched by the Japanese authorities who have in mind the safety of the thousands of Japanese residents residing in districts along the railway and at Tsinanfu. The Japanese Consul at Tsinanfu has warned his nationals against the possibility of serious outbreaks of hostilities between the Nationalist and Shansi forces, expressing the hope that the Japanese people will take precautions to avoid becoming involved.

Shanghai Martial Law.

The news of the Nationalist setbacks along the principal railways in the North is having a serious effect on the situation in Greater Shanghai, where Communists have seized the opportunity to disseminate propaganda among the working classes in the form of pamphlets. Commanders proclaimed martial law yesterday. Ten pamphlet distributors are among other Communist suspects detained following a series of raids on Communist haunts.

Shansi Claims Victories.

Peking, July 4. Mr. Chu Ao-hsiang, the Commissioner of Foreign Affairs of the Shansi Government, now at Taiyuanfu, has wired from there stating: "Nanking armies in recent offensive along the Lung-Hai Railway were routed falling back towards Hsuechow, the Nationalist Headquarters along the Tientsin-Pukow Railway, in great disorder being hotly pursued by Second and Third Column Armies."

The Shansi spokesman "states that General Shih Yu-san, the

STAMFORD BRIDGE ATHLETICS.

WRIGHT'S WONDERFUL RUN IN THE MARATHON.

SPURT AT FINISH.

London, July 4.

Hyde, of the Enfield Athletic Club, won the two mile walk in the Amateur Athletic Championships at Stamford Bridge to-day. His time was 13 minutes, 56 2/5th seconds. This is faster than last year when the event was won by A. H. G. Pope in 13 minutes, 57 3/5th seconds. To-day, Cooper of Woodford Green came second and Galloway, of Queen's Park Harrier, third.

The marathon was won by McLeod Wright (Maryhill Harriers) in 2 hours, 38 minutes, 23 seconds. Martelin of Finland came second and Ferris of the Royal Air Force third.

The winner, Wright, is the Scottish champion, and he made a wonderful run to beat Martelin, who was third in the Olympic games at Amsterdam.

Martelin led all the way up the twenty-fifth mile where McLeod Wright overtook him. He entered the Stadium amidst tremendous applause forty yards ahead of the Finn who made a great effort and pulled up twenty yards. He was spent, however, and Wright ran out a worthy winner.

Martelin's time was 2 hours, 38 minutes, 35 seconds. Sam Ferris, the third man, did the distance in 2 hours 41 minutes, 36 seconds.

Last year the race was won by H. W. Payne in 2 hours, 30 minutes, 57 3/5th seconds. —Reuter.

BANK RETURNS.

NOTE AND SPECIE FIGURES FOR JUNE.

The returns of the average amount of bank notes, in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1930, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	19,122,176	7,800,000
Hongkong Bank	74,375,257	58,000,000
Mercantile Bank	2,556,220	1,500,000
Total	95,548,353	66,500,000

In addition Sterling Securities are deposited with the Crown Agents valued at £221,895.
In addition Securities deposited with the Crown Agents and Straits Government valued at £235,005.
In addition Securities deposited with the Crown Agents valued at £190,000.

NAVY YARD POLICE SERGEANT.

MR. CHARLES HILL DIES IN HOSPITAL.

His many friends in Hongkong will learn with deep regret of the death of Mr. Charles Hill, acting Police Sergeant, attached to the Royal Naval Yard, which took place in the Naval Hospital about 9 o'clock this morning, following a short illness.

Mr. Hill, who was a native of Portsmouth, had been an employee at the Naval Yard for about seven years, having previously served as a Marine on board H.M.S. Carlisle. He was about 48 years of age and unmarried.

It is expected that the funeral will pass the Monument at 5 p.m. to-day.

VENEZIA SUSPENDS SERVICE.

FINANCIAL DISPUTES SAID TO BE CAUSE.

The s.s. Venezia, which has been singularly unfortunate since being put on the Canton and Macao services has had to suspend its activities again.

Enquiries made at the office of the Chinese shipping company which owns the s.s. Venezia this morning disclosed the fact that the suspension is in connexion with financial disputes which the management of the vessel hope to settle within two or three days.

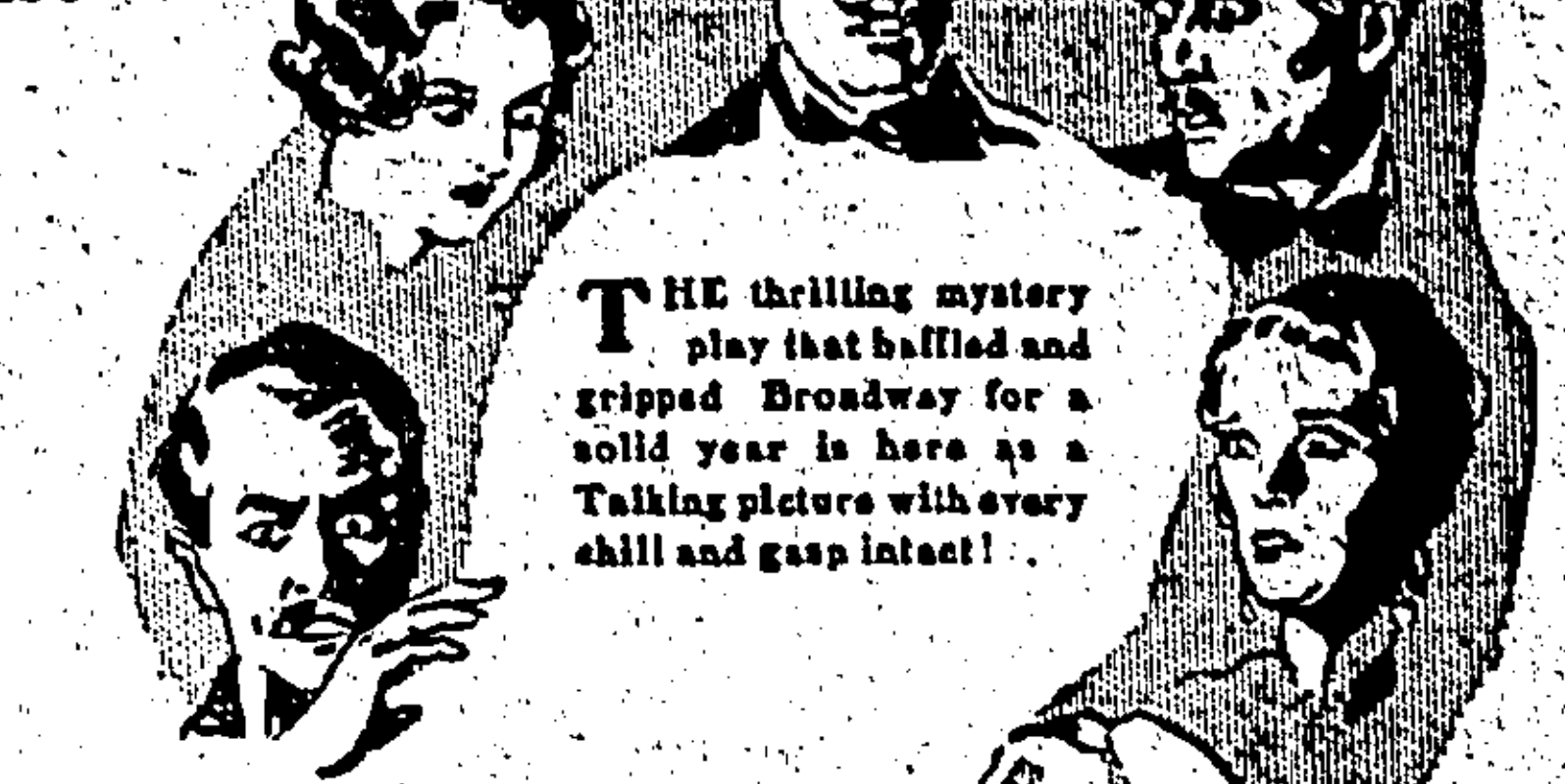
The vessel was formerly on the Hongkong-Canton run but has recently been plying between Hongkong and Macao.

Kuominchun officer commanding the Shantung forces, came down from the North and attacked the rear of the Nanking force, while some Northern forces have now reached Mamutai, a strategic position along the Lung-Hai Railway near Kweteh. He declares that the Northern line in Shantung is near Yenchow, which is situated along the Tientsin-Pukow Railway. —Reuter.

Foreign Correspondents.

Shanghai, July 4. A party of eleven foreign correspondents who left Pukow on Tuesday evening arrived at Kweteh at four o'clock this morning. —Reuter.

Try and Guess It!



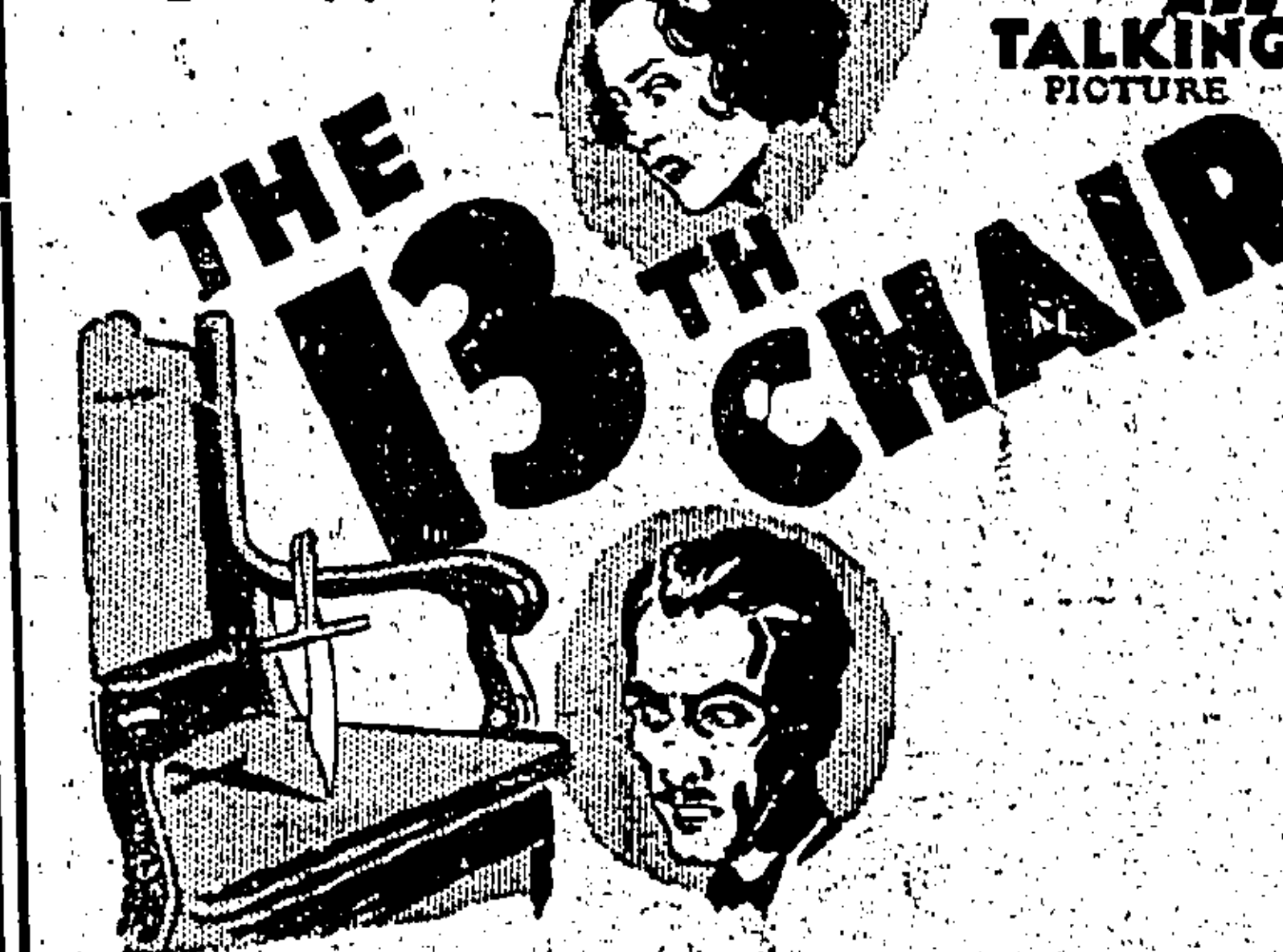
THE thrilling mystery play that baffled and gripped Broadway for a solid year is here as a Talking picture with every skill and gasp intact!

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